

TRIPLE-M REGISTER BULLETIN



DECEMBER 2001





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EDITORIAL – Phil Bayne-Powell

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I trust you have all sent your questionnaires back to George Eagles, to help us develop forthcoming events for you; we have already had over 30 returned, and a weekend at Prescott is looking a clear favourite

I am sorry that the October Bulletin didn't get sent out in October, but this was due to problems in the changeover to the new production of the covers, as my son Jeremy is now tied up with a new house and wife! The scanner that was to be used did not produce the quality that we have had in the last Bulletins, and so a new one was ordered for a delivery in a few days, but after 3 weeks still has not turned up. Grrrrr!! Jeremy then kindly dropped his wallpapering and scanned them in, but then the printer was so slow and was costing nearly £1 per cover, so we had to think again, and the final 200 covers have been produced by John Reid on a laser copier. Many thanks John.

We shall be getting things sorted out for this Bulletin, but although you are really only interested in the final product, I thought you should know the sort of effort that we are putting into the Bulletin on your behalf.

You will be pleased to hear that Ann Phillis is making progress with her broken arm after her Spanish accident, and is now able to do active physiotherapy. We wish her a speedy recovery.

Front cover:- 40th Birthday gathering at Prescott, with Colin Wallace's PA, Neil Skerratt's PB and Steve Hemingway's J2 in the fore ground. *(C.Hoptner)*

Inside front cover, top:- Arje Van Gelderen's supercharged F-type; see report inside. *(B.Foster)*

Inside front cover, bottom:- A view of the Tripe-M cars in the Silverstone paddock this year.

One comment that is to be acted on, is that the credit should be given to the photographers of the pictures used, this will be acted on. The dramatic front cover picture of Bryan Ditchman in the ford last time, was taken by John Reid, while Graham Arrondelle provided the one of Ann Templeton in the K-type. Others were provided by Christopher Hurron and myself.

Although I thought that we were not going to be able to produce a good Bulletin for October, various people came up trumps. Many thanks guys, and keep up the good work.

Our ND has now been repaired and has been out and about, even coming 4th in the concours event after the Triple-M dinner at Cadmore End.

Next Year we are planning an European event a bit on the lines of the successful Triple-M Rally in Luxemburg this year. This will be from the 1st-4th June, and is the first weekend of the half term to catch as many people as possible who are dictated by school timetables. As previously mentioned this rally will be centred on John and Lavinia Bevington's farmhouse near Hambye, about 80 miles south of Cherbourg. However we go out on the Sea Cat from Newhaven to Dieppe, so that we get an 80 mile morning drive, with a similar distance to cover after a good French lunch. Our friends from the West Country can come across on the ferry to St Malo or Roscoff, and then drive a similar distance to Hambye from the west.

The plan to extend the trip to take in the chateaux and vineyards of the Loire for the rest of the week seems to be popular, so that is likely to happen. See Dieppe Raiders' news for further details.

As well as the European event, the events sub-committee is planning other Triple-M Register events next year. These proposed events include a weekend in the West Country, probably centred on Wells; also as the Prescott event was so well received, we are proposing to have a weekend of activities there in August, with hopefully a gala dinner at their restaurant. We are also looking at a meeting at Shuttleworth, with a link in with the Moth Club flights day, where you can go up in a variety of Moth airplanes for a reasonable price. Added to Le Kimber Trial, and the Black Horse driving tests in August, arranged for many years by Patrick Gardner, I think you could say we will have something for everybody.

The N-type saloon, that Keith Portsmore and I am restoring between us, has made another leap forward, with the body now being back on the chassis, which is largely finished, and the wiring loom is in

place too. This is going to be a good looking car, with the top in fabric, to make it look like a convertible and dummy pram irons adding to the impression. It looks a bit like a scaled down 1930s Bentley saloon. We still are not sure who made the body, which has substantial timbers, making it very heavy; consequently we have got a Marshall 87 side-mounted blower for it. We are hoping to have it out on the road next year.

My other project , the C-type, is still waiting to have the lack of oil pressure sorted out; it has been suggested that the valve in the bypass has got stuck and just needs freeing; but I shall be checking all the connections. After that I can concentrate on sorting out the misfiring, by fitting a different distributor, or else go onto a magneto.

If you are after a genuine C-type, Allan McNab still has his ex-Robin Mere car for sale with Terry Bone, who is asking £72,000.

The ex-Evans C/Q Type, that was being offered for sale by H & H Auctions, has now been taken home by its owner, who is going to put it back together and get it running again.

The ex-Evans N-type is also being offered for sale by Gregor Fiskin. This car (chassis No. 0634) is a very rapid N-type, and was one of three N-types built up for trials, sprints, hill climbs and rallies at Bellevue Garages, at the end of 1934. It was usually driven by Doreen, and she bagged a first class award in the 1935 RAC Rally. It was sold in 1936, and was then used for sand racing, with a side-mounted blower. In 1939 it was bought by Anthony Crook, who went on to buy up Bristol Cars, which he still owns today. It went to the States after the war, and was fitted with a preselector gearbox.

The ex-Dorothy Stanley-Turner PB has now been sold to an enthusiast, who is going to use it competitively. It will be nice to see this car back on the track again. A few years back at Silverstone, I was racing my ND against Tony Miles, who owned the car. The ND's rocker cover was a bit loose, and on the bends the oil came out over the exhaust, creating a dramatic smoke screen, which kept Tony at bay until the end of the race!!

I have to report that the J.H.T.Smith single-seater K3015 has been dismantled. This single-seater was built up in 1937 using a factory replacement chassis (the original chassis is currently owned by the Beer family). This car was extensively developed as a single-seater to keep it competitive, and had a continuous and well-documented history for 64 years; it was regularly seen at MGCC events, being driven by Dudley Gagahan, and J.H.T's son. As there was nobody who was

prepared to pay the asking price for this car, it has now been taken apart and rebuilt with a Mille Miglia body, which this chassis never carried. I think that it is very sad that such a historic single-seater is now no longer to be seen racing on our tracks.

Airline coupe bodies, as well as being fitted to P and N-types, were also fitted to a TA and an HRG. The HRG one has recently surfaced in Pennsylvania and is being restored by Bill Hahn. It had the Airline body fitted in 1938, when a 1.6 litre Triumph engine was fitted. It is not known whether the Airline body was a spare, or if it came off an MG that might have been converted to an open body style. The photograph that I have seen in the HRG book, shows it to sit too high on the chassis, and the lovely lines have been lost. Keith Portsmore, who has built a number of Airline body frames has been approached to provide a replacement body for it.

We still need more contributions for this Bulletin, and would ask you to pen something during your Christmas break for inclusion in next year's first offering. We have reproduced an article originally written before the war on Wilkie Wilkinson's activities with Triple-M cars and hope you like this historic piece.



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VSCC Prescott Hill Climb **4th-5th August**

Class 2 – *Standard and modified Sports Cars*
750-1100cc unblown and 750cc blown.

2nd Handicap – John Seward - PA

Class 3 – *Standard and Modified Sports cars*
1100-1500cc unblown and 750-1100 blown.

1st Handicap – Ian Williamson - Cracker PB

Class 4 – *Standard and modified Sports Cars*
1500-2000cc unblown and 1100-1500 blown

1st overall – Charles Jones - L-special

Class 13 – *Pre-1941 racing cars up to 1100cc*

2nd Handicap - Jane Metcalfe - Magnette

VSCC Loton Park Hill Climb **1st-2nd September**

Class 2 – *Standard and modified Sports cars*
750-1100cc unblown and up to 750cc blown

1st Handicap – Colin Lambert - 12/12 M-type

Class 14 – *Racing cars up to 1500cc*

1st Handicap – Jane Metcalfe - N-type

Triple-M Committee Meeting

7th October

The Secretary reported that he had received a note of thanks from Rod Brayshaw, who came from New Zealand to take part in our 40th Birthday celebrations; he will be pleased to welcome any Triple-M member who may be visiting New Zealand.

He suggested that there should be some retrospective features in the Bulletin. (*you will see that we have done so in this edition – Ed.*)

The Treasurer reported that finances are still healthy despite making an overall loss on the 40th birthday celebrations.

The Registrar reported that we now have 3140 live registrations. Ten new cars were registered in August this year.

The Competition Secretary reported that we have had a lot of events cancelled due to the foot and mouth outbreak - no trials have taken place since January.

MG Silverstone 2002 is likely to be even later in the year, on the 19-21st July. Philip Walker is still prepared to sponsor the Triple-M Trophy, but not the race, with which H&H may be able to assist.

The Librarian was concerned about the falling sales of the Yearbook, and felt we need to review the size, and reduce some of the non-essential parts.

The sales of the anniversary brochure and Mille Miglia prints are slowing.

It was agreed that the Library should hold a copy of Bulletin back numbers, which could be copied on request (*for £1 each including postage and packing – Ed.*); also a complete set of Infoletters is to be held for anyone wanting copies of these.

John James was officially elected to the committee as our *Safety Fast* editor, and reported that the first 4-pager went well, but still needs more copy for the monthly issues.

The Bulletin Editor reported that the August issue with the extra text and colour pages had cost more to produce, but the committee felt it was money well spent. There were now 242 UK subscribers and 34 overseas, making a total of 276 which is 100 more than the Infoletter subscribers.

It was agreed that the Bulletin should be available to MG Car Club members, but that non-members needed to join the club before they

could receive the Bulletin, which is after all, paid for by the Club/Register. We should continue to exchange copies with the North American Triple-M Register, and its magazine editor Larry Long.

The new Yearbook Editor, Nick Wright, was also officially elected to the committee, and Graham Arrondelle was helping him in the transition stages. Good supply of articles already. We need to keep a close watch on the printing schedule, so as to try and get the Yearbook out in April. There needs to be a check on the costs to see that we are getting the best value for our money.

The 40th birthday celebrations were deemed a success, although we lost over £3000, despite having a subsidy from the main club of £5000. The major cost was the Historic display marquee and booklet.

A questionnaire was to be sent to all participants to assess their comments (*this is complementary to the insert sent out in last month's Bulletin - Ed.*)

Surplus Rally Plaques were to be sold off at £2 each and lapel pins at £1.

Bob Hudson was the winner of the birthday raffle, receiving a £200 token from Sports and Vintage Motors.

The web site was discussed and the costs were talked over; it was decided that Mike Linward was going to take this on to get it up and running.

Len Goff has produced notelets, with a reduced image of his Mille Miglia K3 painting; these are available from Len at £1 each.

The Bendall Special was discussed next; this has a post-war tubular chassis with i.f.s. front suspension, but uses an original K3 engine and a Zoller supercharger. As the chassis is not a product of Abingdon pre-war, it cannot be considered a Triple-M car. It was agreed it could race at our meetings, where it would be welcomed, but would not be eligible for any Triple-M awards.

The next Triple-M meeting will be on 16th December. If anyone wishes to have any items discussed, please contact your local area representative or else John Reid, the Area Co-ordinator.

Subsequent to the Committee meeting, it was felt that a sub-committee needed to be formed to discuss and propose a programme of Triple-M events for next year, building on the success of the 40th birthday celebrations.

John Reid, George Eagle and your editor have already had a meeting and some of the ideas discussed are given in this Bulletin.

Dieppe Raiders News

The big overseas event next year will be the Triple-M European event that is planned for the 1-4th June. This will be centred on the beautiful farmhouse of John and Lavinia Bevington, just outside Hambye in Normandy. The format will be similar to previous Triple-M rallies at Hambye, which appeal to husbands and wives alike.

We cross by Sea Cat from Newhaven to Dieppe on Saturday 1st June; then take a nice cross country route for a lunch time stop near Pont L'Eveque, where there is a motor museum to visit. After lunch we drive to Hambye, where we are welcomed by the Bevingtons, and allocated our accommodation for the next three days. Some people stay at their farmhouse, while others go to local gites or similar. The evening meal is held at the farmhouse on the first night; this is prepared by Lavinia, who is a Cordon Bleu chef.

The next morning we have breakfast in the village, as the locals do, sitting out on the pavement, lapping up the morning sunshine.

There will be a trip to the local Cider and calvados farm, a trip to an oyster farm, a guided visit round a cheese factory, and an easy treasure hunt/rally.

There will be a dinner on the second night at a local restaurant, which does excellent meals. On the last night, there will be a gala dinner at the Bevingtons with toasts and prizes.

We return on Tuesday 4th June, to catch the afternoon ferry from Dieppe, stopping off for a good lunch on the way.

The ferry needs to be booked in January, as the 1st June is the start of the half term, so the ferries will be getting full very quickly. For those who are interested, please send me a non-returnable deposit of £20 so I can get the block booking of the ferries arranged.

The cost of the event at La Rairie, which includes the three nights accommodation, all the meals from the first evening meal to the final breakfast, will be 213 Euros (about £140) per person, payable to the Bevingtons on arrival. This figure includes entry fees to the various venues. In other words, there is only the cost of the petrol to pay for once we have arrived at La Rairie.

Several people are planning to carry on down to the Loire for the remainder of the week and visit the chateaux, and get in some wine tasting. This is likely to be organised by Christopher Hurrion.

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In April/May we are hoping that the Vintage Montlhery meeting will be running again, but there are reports that the bean counters, even in France, seem to be wanting to sell the site for commercial development. As £100,000 was paid up this year for safety improvements to allow the event to continue for another four years, I would expect this to be honoured.

Other events include the Dieppe Retro in September, which we are likely to expand into a long weekend; our last trip was a great success with input from a colleague from work, who now lives and works out there, and is married to a French girl. He is keen to get us some good restaurant and castles to visit, and found us some good examples last time.

A new event which looks tempting, is the centenary of the Circuit des Ardennes in Belgium, which is going to be held on 12th-14th July; it will follow the route of the original circuit for most of its length. This is not a competitive event, only a demonstration tour. I am getting more information on this and will let you have this next time.

There is going to be a classic Le Mans next year, run on the week end of 21st-22nd September. There will be 3 or 4 different classes, including a pre-1930 and a post 1930 class. Racing will take place for the full 24 hours, with each class getting about four races each, one of which is likely to be in the dark! For more details contact Barry Foster.

FUTURE EVENTS

Dec	1 st	VSCC Driving Tests - at Wescott	01608 644777
	30 th	MGCC Cream Cracker Trial	01237 47473
Year 2002			
Jan	12 th	VSCC Brooklands driving tests	01608 644777
	26/27 th	VSCC Measham Rally	01608 644777
April	27 th	Kimber Trial	01935 863673

Walter Ernest 'Wilkie' Wilkinson 1903-2001

It is sad to record that 'Wilkie' Wilkinson has passed away, severing another link with those who prepared and raced our cars.

He is best known to us as the man who prepared the various cars for the Evans trio of Dennis, Doreen and Kenneth, from their Bellevue Garage in Wandsworth. He joined them in about 1932, and was soon developing their C-type, chopping off the heavy tail and putting a narrow slab tank lightweight body on, which was used by all the three Evanses as well as Wilkie. It later acquired a Q-type engine to make it really go. This car was seen at the 40th birthday display at Silverstone this year. They finished up competing with the Q and R-types after the works had stopped racing. Bellevue Garages also looked after other Triple-M cars such as Billy Cotton's.

Wilkie left grammar school at the early age of 14, joining Blakers Motor and Welding Company in East Finchley. In 1929 he joined the firm of L.C.Rawlence, importers of fast Italian cars, and got the opportunity to act as Guilo Ramponi's riding mechanic in the Ulster TT.

In 1931 he was with George Eyston in his 8C Maserati in the Brooklands 12 hour race, seriously burning his legs.

In 1938 he co-drove Billy Cotton's ERA at the British Grand Prix at Donnington, when the Mercedes and Auto Unions swept everything before them; they finished a creditable 7th.

During the war he was helping to develop aero engine propellers with Rotol Airscrews.

After the war he wanted to get back into motor racing; and in 1947 joined Reg Parnell's set up at Highfield Garages in Derby. Reg of course used to race his very quick K3 before the war, and had the MacEvoy twin cam head fitted; this car is now being effectively raced by Richard Last.

After three years, Wilkie was tempted by David Murray to join him at Merchiston Motors in Edinburgh. This soon became the well-known Ecurie Ecosse team that won the 1956 Le Mans 24 Hour race in a C-type Jaguar. The following year they also won with the D-type (Jaguar!).

In 1961 Wilkie was persuaded to join the BRM team as team manager, and with them Graham Hill won the 1962 Formula One championship. He also was responsible for the Rover-BRM.

His final years were with Matra, finally retiring in 1972.

He always had a great fund of anecdotes and had a very good memory. I personally was sorry not to be able to talk to him about my own Evans C-type.

To show how much he did with our Triple-M cars, we herewith produce an article that appeared in Safety Fast in 1961.

Tuning the ohc MGs

This article, which first appeared in Motor Sport of January 1936, was based on an interview with 'Wilkie' Wilkinson, who for many years acted as racing manager at the Evans family Bellevue Garage; later he was responsible for preparing the Le Mans-winning Jaguars of Ecurie Ecosse, and then he joined the BRM team.

The Evans family were associated with MGs from the early '30s, and when the MG Car Company's racing department was closed in the summer of 1935, Bellevue Garage took over several of the team cars, and ran them successfully themselves, enjoying the fullest co-operation from Abingdon.

Allowance must, of course, be made for the passage of 30-plus years; we no longer need 50/50 petrol-benzole mixture for an 8.5:1 compression ratio, nor straight alcohol for 9.5:1! Also, when 'Wilkie' mentions prices, we must not forget that the equivalent costs today would be about four times those quoted for 1935! However, I think most of the advice that 'Wilkie' gives on basic tuning technique is still valid today, and anyone with a vertical-drive o.h.c. MG, who takes the trouble to follow it (especially in regard to carefully checking valve and ignition timing) is likely to be very agreeably surprised by the results.

F.W.McC.

EVERYONE who has anything to do with sports or even touring cars knows that no two cars, apparently identical in every respect, give the same performance. Small variations in valve timing, the casting of the cylinder head, the fit of the bearings and pistons, all these can affect the ultimate result, though it is almost impossible to detect

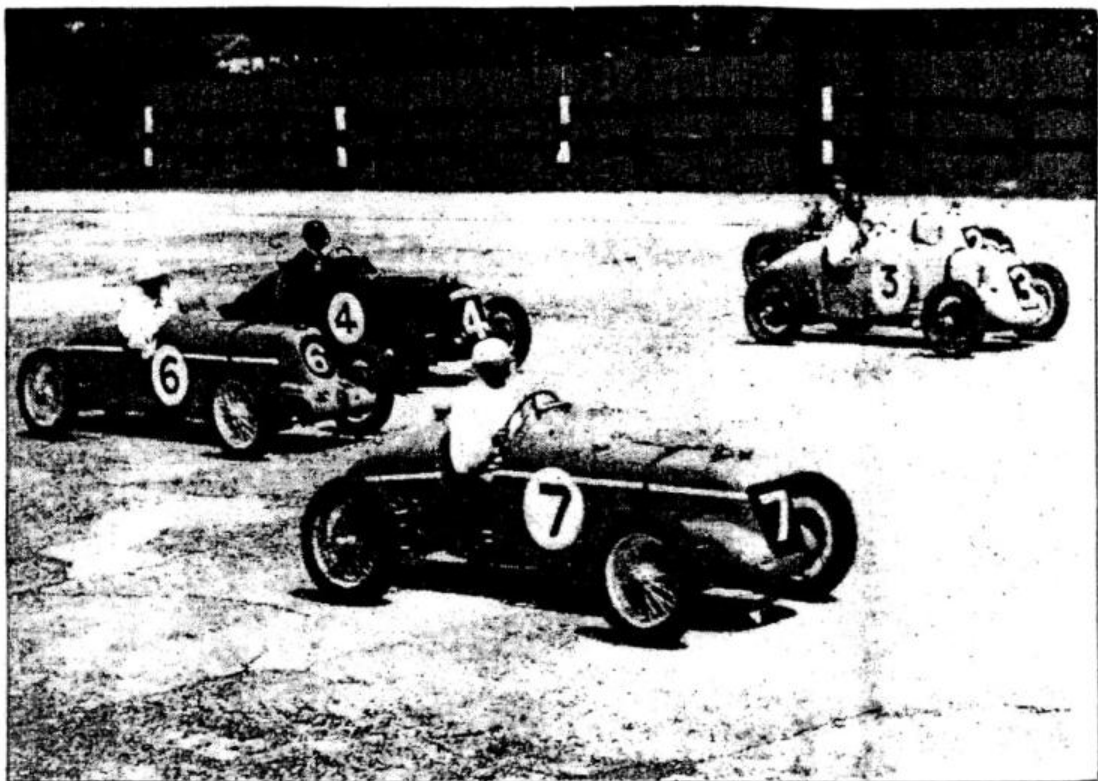
them until the car is fully run in and tried against the stop-watch. Obviously, tuning is of little account unless the chassis is a good one, and this is a point which makes the tuning of M.G. cars particularly worth while. The layout of the chassis, brakes, and so forth has been determined as a result of racing experience and so there is a margin

ample to deal with any extra speed which may be obtained, and it also happens that for a small amount, say £5 to £10, a useful and certain improvement of performance can be expected in every case.

The first car to be considered is obviously the popular 'P' type with its three-bearing four-cylinder engine, virtually identical with the unit used on the 'Q' and 'R' type cars and thus capable of a substantial increase in power without fear of damage.

Before starting work it is advisable that the engine should be run-in, so as to

be able to detect the improvements in performance which are being made, though of course there is nothing in the tuning which could not be done to a new engine. We usually start with checking the camshaft timing, making sure that the inlet valves open, as they should, 15 degrees before top dead centre. Sometimes the keyway is machined a fraction out of position, and in this case the alteration in timing has to be rectified by making a new key. In the same way the ignition timing must be checked, the setting being $\frac{1}{8}$ -inch before T.D.C. with the ignition fully advanced. If the



A rare picture of no less than four R-type MG single-seaters in one race at Brooklands in July 1935. The odd one out is No.6, the Bellevue Garage's single-seater Q-type, driven by Dennis Evans, which, together with R-type No. 7 driven by Kenneth Evans, was prepared by 'Wilkie'.

setting is wrong, and particularly if the owner has been trying a little 'private' tuning, the error is nearly always in the direction of too much advance, and an improvement of 2 m.p.h. with smoother running often follows simply through attention to this point.

The next thing to be decided is the compression ratio desired. The standard ratio is 6 to 1 and this can be taken as high as 8.5 to 1 without any major alterations, but in this case the engine will require a mixture of 50 per cent. straight or ethyl petrol and 50 per cent.

benzol. Not everyone is prepared to go to the trouble of buying benzol however, so generally we are content with removing $\frac{1}{8}$ -inch of metal from the head and using a thin gasket. This gives a compression ratio of about 7 to 1 and an increase of speed of 3 to 5 m.p.h., while the engine still runs smoothly on standard fuels.

The next move is to grind-out and polish ports, and to make sure that the openings in the induction pipe, inlet gaskets, and cylinder head are smooth and flush. This seems quite a small



Wilkie exchanges notes with the driver during a 1935 pit-stop with the Magic Midget, which Bellevue took over from George Eyston.

matter, but in the case of an engine which revs up to 6,500 r.p.m. or more, it may have a substantial effect, and in many cases one may get 2 to 3 m.p.h. extra as a result of providing a free passage for the incoming mixture. Triple valve springs we also find useful in getting the utmost out of the 'P'-type engine. The tension is very little greater than that of double springs, but valve bounce is nevertheless avoided since their period is well above any revs. which the engine will reach.

The standard engine components have a sufficient margin of safety to stand the extra power produced by these alterations, but sparking plugs having a higher heat-resistance need to be used, the 14-mm. K.L.G. LK1's proving satisfactory. With the 7.5 to 1 compression it is also advisable to fit valves of K. steel.

All these attentions cost comparatively little, and a car which previously

may have had a maximum of anything between 70 and 78 m.p.h. should now be capable of a genuine 80. If you are an enthusiast with a good supply of ready cash there are other things which add to the car's efficiency, though naturally as this is raised the extra m.p.h. become proportionately more difficult to obtain.

One thing which helps in many cases is to have the bearings eased. It is difficult to forecast exactly how much bearings are going to bed down with running in, and occasionally we find them still tight after several thousand miles. A clearance of two-thousandths on main and big-end bearings may actually prolong the life of the engine, since the crankshaft expands just as surely as the pistons or the cylinder block.

Another thing necessary to ensure that the engine is giving its best is to make certain that the connecting rods are



Wilkie (on left) helps to push-start Doreen Evans in the Bellevue R-type during the 1935 International Trophy race at Brooklands.

running parallel with the bores, while those who wish to take part in speed trials may find it worth having the compression raised to 10 to 1 and running on alcohol fuel. Most people with the 'P' type car naturally do not contemplate doing anything as drastic as that and for ordinary events such as reliability and speed trials the 7 or the 8.5 compression provides quite enough power.

Nothing has so far been said about the chassis. Very little is required in this direction beyond seeing that the brakes and wheel-bearings are free in all positions, and if high-speed work is contemplated to bind the road springs with insulating tape and then cord, with a

final layer of tape to make a neat job. It is assumed, of course, that spring slides, steering joints, and other vital parts are in good condition.

There are still, of course, a great number of the earlier 'J' type Midgets in regular use for trials and road work. The same treatment suggested for the 'P' type may also be successfully employed on the earlier cars, but the two-bearing crankshaft puts a limit to the power which can safely be obtained and we seldom raise the compression above 7 to 1. This applies even more strongly to the supercharged Montlhéry. As an experiment we had a specially balanced Laystall crankshaft made for one of these cars at a cost of £25 and ran it success-



Kenneth Evans and Wilkie shooting under the bridge during the first meeting at the newly opened road circuit at Donington Park in 1933.

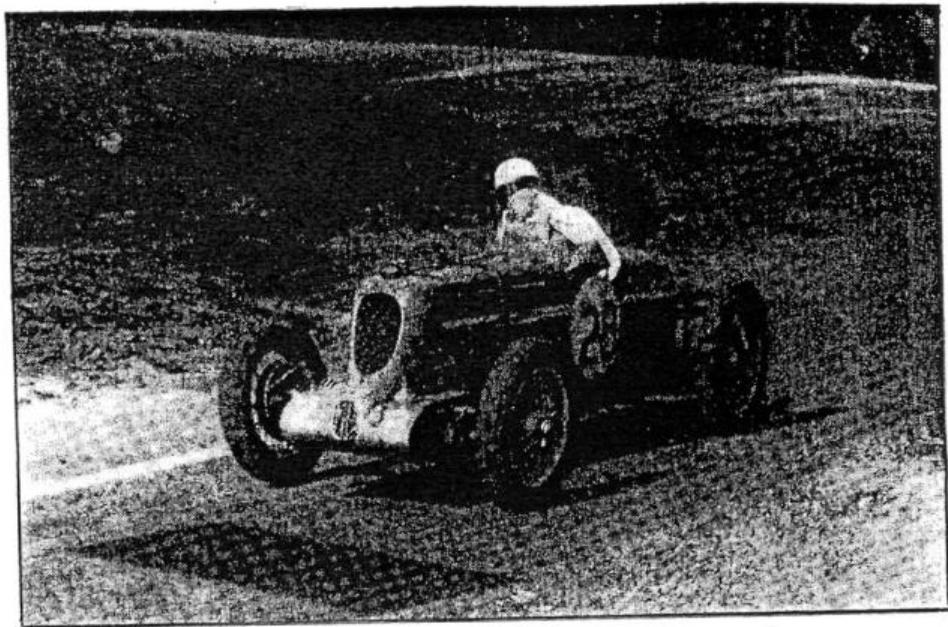
fully through an entire season without trouble, and if anyone is thinking of using one of these cars regularly in competitions, I strongly advise obtaining one of these.

Before leaving the Midget it might be well to say something about petrol consumption. The consumption of the standard car is about 30 m.p.g. Raising the compression to 7 to 1 improves the figures slightly, and even on 8.5, where slightly richer needles are required in the carburetters, the increase in fuel consumption is negligible.

The 'L' type Magna gave less scope for tuning than most of the later models, as the engine was rather small for the size of the chassis and required to run at high revs. before much power was pro-

duced. We have had quite good results with one of these running with an 8.5 to 1 compression, but a more successful way of tackling the problem was found in fitting a small Marshall supercharger blowing at 5 lb. A larger and more efficient water pump was also found of advantage.

The last type of sports M.G. I deal with is the 'N' type Magnette, which is perhaps the most responsive to simple treatment. The engine is dealt with in exactly the same way as that of the 'P' type Midget, and the compression may safely be raised to 8.5 to 1. The cars driven by Messrs. K. D. and D. G. Evans have been prepared in this way and we have had excellent results with them, running throughout a season of

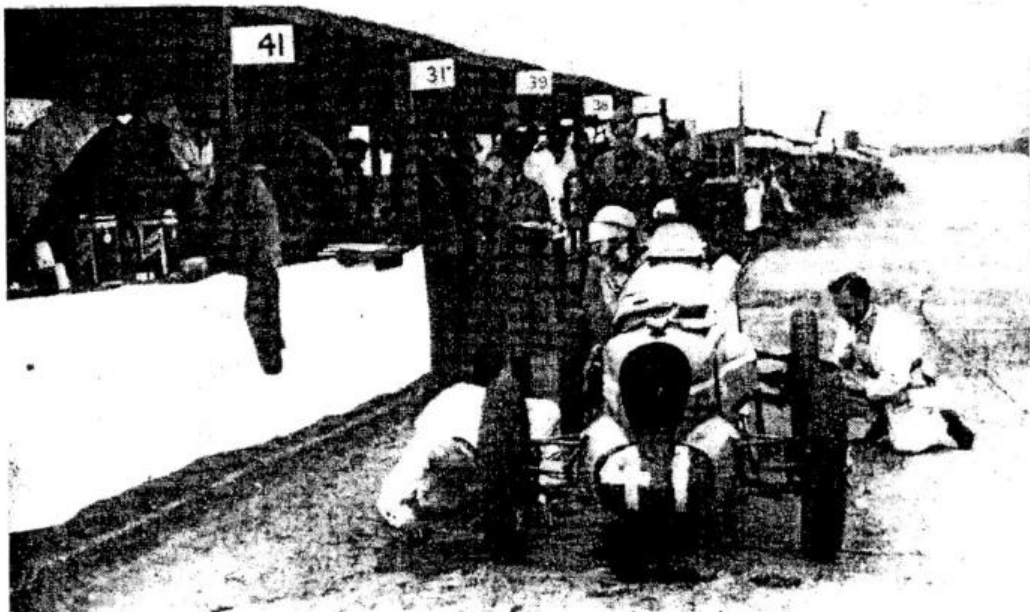


Kenneth Evans in action with the Bellevue modified Q-type at Coppice Corner, Donington, in May 1935. All Bellevue Garage cars were finished in light blue with a cream stripe.

trials without even dropping the sumps. Seventy-five horse-power is developed at 6,500 r.p.m. Valves, pistons, connecting rods, and other components are all standard, but the clutch springs have been strengthened, and the gearbox pinions originally fitted in the old 'J' type Midgets are used, as the standard ratios are rather too low for trials work. Cylinder head gaskets are dispensed with, the heads being checked on a surface plate and then lapped onto the block. With trials ratios the all-out speed is 85 m.p.h. though another 5 m.p.h. can be obtained with a higher back axle. The T.T.-type car which is capable of 95 m.p.h. is identical except for a different camshaft, which gives more overlap, and larger carburetters. The higher speed is obtained, of course, at the cost of power low down.

At the end of the racing season we experimented with a Magnette on which the compression ratio was raised to 9.5 to 1. Alcohol fuel, naturally, was needed. The car finished first in a Mountain Race [at Brooklands—Ed.] and a close third in an outer circuit race, the best lap speed in the latter race being 104.19 m.p.h.

With regard to the racing cars, the supercharged Magnette and 'Q' and 'R' type Midget, any modifications we have carried out have been of a minor nature, most of the attention, as usually happens in cars of this type, being given to seeing that every part is free and a good fit. The camshaft on the Magnette, which only gives 15 degrees overlap, can be changed with advantage for one giving an overlap of 25 to 35 degrees. As regards the chassis, considerable weight



The R-type (on page 14) seen again a year later, showing some of the modifications made by Bellevue. Apart from the different nose cowling, a twin-cam head was now in use, with the exhaust on the other side. Wilkie is seen changing a rear wheel.

can be saved by fitting a light body and smaller batteries, while road-holding is improved by removing two leaves from the rear springs.

The wonderful little engines fitted to the 'Q' and 'R' Midgets are almost identical. They can be revved safely to 7,800 r.p.m. and one we had on the bench the other day gave 116.6 h.p. at 7,500 r.p.m. Beyond rather ticklish jobs such as lightening the rockers and providing special valve cotters, nothing out of the ordinary is needed on them, but we have made some successful experiments with a special cylinder head in which the sparking plugs screw into masked openings. There are no shoulders on the bodies of the special 14-mm. plugs, the copper gaskets being sandwiched in between the bottom of the plugs and the metal of the cylinder head. This method of construction keeps the plugs cool and reduces the size of the opening into the combustion chambers.

Our racing this season concluded with an attempt by Mr. Kenneth Evans on the 750-c.c. Mountain record. Previous

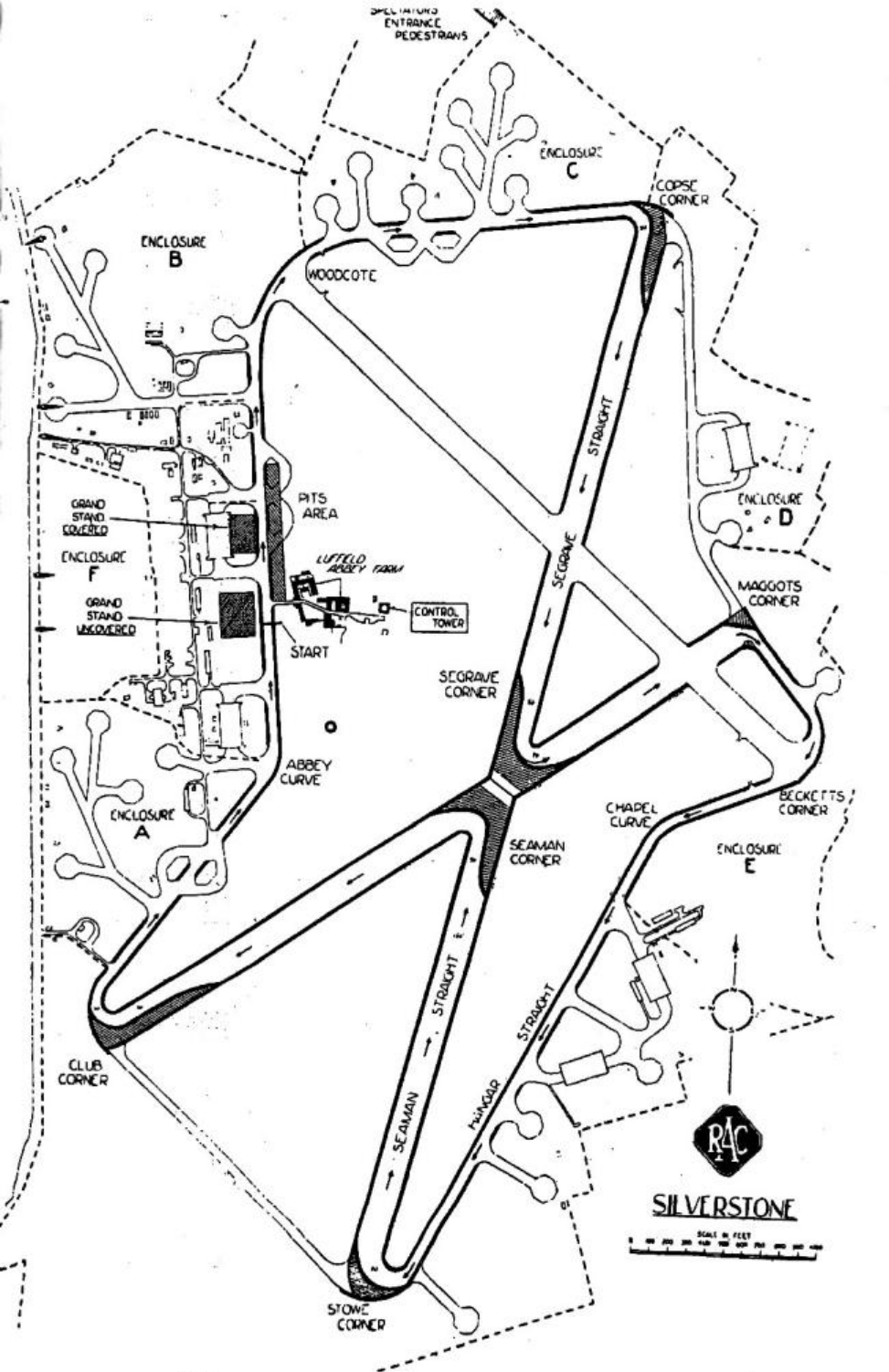
attempts we had made showed that though the power developed by the 'R' type Midget was quite sufficient to give us the record, the violent braking called for at the corners rendered the brakes almost inoperative after a few laps. This we attributed to the fact that the brake-drums were shielded from the air stream and also the fact that the drums and shoes were both made of the same material, so that the heat did not flow away from the linings. Fitting wind-scoops on the backplates and fins on the drums completely overcame this trouble and a few days before the track closed Mr. Evans took the record at 75.24 m.p.h., a satisfactory finish to a season in which cars tuned at the Bellevue Garage scored 45 awards in racing events and 36 in reliability trials. Racing nowadays is a strenuous business, but for the amateur with a small amount of money to spend, plenty of amusement can still be had from taking part in the smaller speed trials and the Club events at Brooklands, and next season we expect to be busier than ever preparing M.G. and other makes of car for events of this kind.

A few months ago I was given some literature by the widow of John Gale, who as well as being a pre-war MG driver, was also the man who helped get the Brands Hatch race circuit on its feet.

Amongst the literature was a programme of the very first British Grand prix, which was held at Silverstone on 2nd October 1948. the circuit was very different to the present day one; since they used the two runways in two halves each. The start and finish was over on the west side, before Woodcote, not after.

The plan reproduced here, also shows the various dispersal points for the aircraft, identified by the circles seen around the perimeter.

Also reproduced is the entry list of the two races on that day, which makes interesting reading, with many well-known names from the pre war days; also a certain S Moss is seen entered in a Cooper!



R.A.C. Grand Prix 1948

NO.	CAR	ENTRANT	DRIVER	RESERVE DRIVER	NO. OF CYCL.	G.C.
1	Talbot	Ecurie France	Louis Chiron	---	6	4500
2	Talbot	G. Comotti	G. Comotti	---	6	4500
3	Talbot	L. Rosier	L. Rosier	---	6	4500
4	Talbot	P. Etancelin	P. Etancelin	---	6	4500
5	Talbot (R)	Lord Selkison	Lord Selkison	Lord Wateran	6	4500
6	Maserati	R. Parnell	R. Parnell	---	4	1496 (S)
7	Maserati (R)	F. Ashmore	F. Ashmore	D. Murray	4	1496 (S)
8	Maserati	D. Hamilton	D. Hamilton	---	6	1496 (S)
9	Maserati	R. E. Ansell	R. E. Ansell	G. H. Bainbridge	4	1496 (S)
10	Ferrari	R. Sommer	R. Sommer	---	12	1497 (S)
11	Ferrari	G. Farina	G. Farina	---	12	1497 (S)
12	E.R.A.	Raymond Mays	Raymond Mays	W. K. Richardson	6	1488 (S)
14	E.R.A. (E. Type)	P. D. C. Walker	P. D. C. Walker	---	6	1487 (S)
15	E.R.A. (E. Type)	Leslie Johnson	Leslie Johnson	---	6	1487 (S)
16	E.R.A.	F. R. Gerard	F. R. Gerard	---	6	1488 (S)
17	Alfa (R)	G. Watson	G. Watson	---	4	1491 (S)
18	Maserati	Scuderia Ambrosiana	L. Villorosi	---	4	1496 (S)
19	Maserati	H.R.H. Prince Chula	"B. Bira"	---	4	1496 (S)
20	Maserati	E. Platé	Baron de Graffenried	E. Platé	4	1496 (S)
21	Maserati (R)	A. A. Baring	A. A. Baring	---	6	1496 (S)
22	E.R.A.	G. Ansell	G. Ansell	B. Shaw-Taylor	6	1488 (S)
23	E.R.A.	T. C. Harrison	T. C. Harrison	---	6	1488 (S)
24	E.R.A.	D. A. Hampshire	D. A. Hampshire	P. Fotheringham-Parker	6	1488 (S)
25	E.R.A. (R)	P. H. Bell	J. V. Bolser	---	6	1488 (S)
26	Maserati	S. J. Gilbey	S. J. Gilbey	---	6	1496 (S)
27	Maserati	Rowland Motors, Ltd.	R. F. Salvadori	---	4	1496 (S)
28	Maserati	Alfieri Maserati	H. L. Brooke	---	4	1496 (S)
29	Alfa-Romeo	A. P. R. Rolt	A. P. R. Rolt	---	8	3442
30	E.R.A. (R)	G. Nixon	G. Nixon	---	6	1488 (S)
31	E.R.A.-Riley (R)	G. Richardson	G. Richardson	---	6	1488 (S)
32	Emeryson	R. Baird	R. Baird	P. R. Emery	8	4350

(R) = Denotes Reserve Entry.
 (S) = Denotes Supercharged Engine.
 c.c. = Denotes Cubic Capacity of Engine.

12

R.A.C. "500" c.c. Race

NO.	CAR	ENTRANT AND DRIVER	NO. OF CYCL.	G.C.
1	Strang, 500	C. H. Strang	1	498
2	Tiger Kitten	H. C. Lones	1	496
3	F.H.B., 500	F. H. Bacon	1	499
4	Cooper	R. M. Dryden	1	497
5	Cooper	S. Moss	1	499
6	Cooper	E. Brandon	1	497
7	Cooper	S. A. Coldham	1	497
8	Cooper	J. N. Cooper	1	497
9	Cooper	G. Saunders	1	497
10	Cooper	Sir Francis Samuelson	1	497
11	Cooper, J.A.P.	Spike Rhiando	1	497
12	Fairley	R. W. Phillips	1	496
14	Marwyn	Lord Strathcarron	1	497
15	Marotti Special	D. G. Plather	2	498
16	Monaco	G. R. Hartwell	1	498
17	M.A.C., 500	J. N. Gibbs	1	497
18	Aikens, 500	W/Cmdr. F. Aikens	2	498
19	Fritzkaiserwagen	J. G. Fry	1	496
20	Buzsac II	J. F. J. Bosisto	1	499
21	Cowlan, 500	R. L. Coward	1	499
22	Smith, 500	K. W. Smith	1	497
23	"Special"	W. H. Russell	1	499
24	"A.S.A."	J. F. Clark	1	499
25	Wharson	K. Wharson	2	498
26	Bond, Type C	L. Bond	1	497
27	Ardilia	A. Davison	2	498
28	Underwood Special	A. A. D. Underwood	2	498
29	"Grose"	W. Grose	1	499
30	S.M.S.	J. M. Sparrowe	1	498
31	Spink, 500	F/Lt. J. R. Stoop	1	499
32	Cooper (R)	P. W. K. Page	1	496
33	Special (R)	R. W. Messenger	2	498
34	C.F.S. (R)	C. F. Smith	1	490
35	Imp., 500 (R)	J. H. Pratt	1	499

13

CRG Engineering

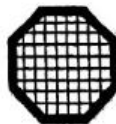
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In Berkshire CRG spells "Triple-M M.G."

3RD Concours De L'Automobile Et De l'Elegance

11th-12th August

By Andrew Morland

Philip has asked me to write about this event, which we attended in my L1. Our trip began with a two mile drive up the road from our home in Somerset, only to have to stop and shelter under the trees during a heavy downpour – as I refuse to put the hood up! However, we managed to dodge most of the showers for the rest of the journey, and arrived in Newhaven on time for the ferry. Due to the stormy weather, the ferry left 2 hours late. As we were boarding, an ominous noise came from the MG's engine. We temporarily forgot about this, being distracted by the fruitless search for a seat, without signs of the previous occupant's 'mal de mer'! On our arrival on French soil, we checked the car out, and decided to continue, accompanied by a noise, which came and went. After several more stops to check things, I decided it was the bevel drive, or the dynamo coupling. However I was pleased to see the dynamo light come on, and it turned out to be the top bearing of the dynamo, which had disintegrated and dropped through the dynamo. There wasn't much I could do about it, as the head has been skimmed several times over the years, which means one has to take the radiator out, or ease the head up slightly to get at the dynamo. Not a roadside repair! Luckily we had booked into some excellent 'Chambres d'Hotes' where they were very kind and hospitable; they happily accommodated the MG, and recharged the battery for us.

The Etaples event began with all entrants being on display in a public park in Etaples, from Saturday lunchtime until early evening. There were welcome drinks and biscuits on our arrival and a few speeches! In all, 31 cars were assembled, from veteran to Modern Classic, mostly French, but 5 British and 8 Belgians. The only other British MG, was a very smart 14/40 belonging to Rex and Jane Coxeter. Other cars included a French M-type, Citroen, Ford, Morgan, Delahaye, Delage (from 1914 – the oldest car there), Buick, Rolls-Royce, Citroen Maserati Opera 4-door- very rare. Also a 4hp 1950s Renault, and many more. At the end of the day, the cars were parked for the night in an industrial building, guarded by two gendarmes. Luckily I was able to leave the battery on charge overnight in the building. I bought the battery charger in France, and was pleased to

note that the name is more or less the same in French! We were all driven to the hotel, where we were to have a Gala dinner and stay the night. The staff were great, but it was a bit like staying in a cupboard – one up from a Formula One hotel. Before we even received a pre-dinner drink, we had to endure an hour or so of speech-making; bureaucrats scratching each other's backs! This was followed by a dinner, which was dire. So much so that several people felt unwell in the night. All much to the Belgian's and our disgust. (*When we were there three years ago Christopher Hurrion was laid low, but we put it down to his fish allergy – Ed.*)

The next morning saw us up before 6am, breakfasted and bussed back to the cars, all in our period costumes. We set off in a convoy on an enjoyable tour of the area, stopping in Le Touquet for coffee and speeches. The convoy was made rather difficult, as it had been deemed that the oldest car should lead the way, and woe betide anyone getting out of order! Result - a lot of overheating cars and plenty of hold ups. Luckily for us the L-type never seems to overheat.

Lunch was in the town of Harellet, starting with the cars trying to park in the centre of town, and becoming engulfed by shoppers and tourists with bikes, bags, scooters, pushchairs and prams! (*Sounds all very French to me – Ed.*) I was glad the MG is not in concours condition. Lunch followed at the Gendarmerie, after more speeches, and a welcome drink. Lunch tasted better than the dinner of the night before, but strangely was served in plastic airline type trays, not really fitting one's image of French cuisine.

After lunch, it was a tour back to Etaples and the main square, Place du General de Gaulle. All along the route we had been greeted by waving, smiling and enthusiastic spectators, with lots of waving back. In the square the fun really started, as the square was full of very appreciative spectators. One by one the cars had to drive onto a podium in the centre of the square, all with a running commentary about each car. Once on the podium, we had to stop and perform a tableau, and show off our car and costumes; the problem being that we only realised what was required of us five minutes beforehand!

Some of the entrants took the display very seriously, and there were some impressive performances. We survived the drama, and the day finished well, with yet more speeches, but this time accompanied by excellent Kir and smoked salmon sandwiches!

To sum up, we wouldn't want to go again, and the Belgians we spoke to said they would definitely not be back. However, despite the

dynamo and the rally, our trip to France in the L1 had plenty of other things to recommend it – wonderful B&Bs, hospitable hosts and some excellent food elsewhere.

C.O.T.Y. 2001 To 25th November

<u>Register Number</u>	<u>Car</u>	<u>Registration Number</u>	<u>Driver/s</u>	<u>Points</u>
2769	12/12 Rep	GG 3340	Colin Lambert	114
212	NE	JB 4750	Peter Green	114
1140	J2	JL 753	Andrew Taylor Mike Linward Ian MacKay Kevin Denson	93
724	J2	HS 7065	Rodney Lambert	87
3	J2	DG 5404	Mike Hawke John Handcock	78
1460	J2	AGY 339	Keith Hall	72
162	ND	BKL 265	Philip Bayne-Powell Reed Yates Jeremy Bayne-Powell	63
105	KN/s	BFY 658	Michael Coles	61
656	PB/s	JC 3269	James Gunn Rebecca Gunn	60
317	Jarvis M	GP 1856	Annette Bayne-Powell Philip Bayne-Powell	58
2694	J2-PA/s	Kayne Spl.	Mike Painter	57
27	J2-PA/s	DVR 740	Carol Cooper George Cooper	52
605	L1/s	MG 2802	Bob Jones Charles Jones	42
2028	NB/s	MG 3694	Mike Allison Jane Metcalfe	41
691	NA	BYU 271	Rosemary Bayne-Powell	39
1049	PB/s	VH 8637	Gerald Burridge	38
	PA/s	-	Alan Painter Mike Painter	36
1997	NA	-	John Dutton	35
2913	PA/s	MG 3855	Oliver Richardson	33
2175	PB	JB 7524	Elizabeth Taylor Pat Boghossian	33
1	NA/s	JB 3852	Mike Allison	32

600	J2/s	WJ 7070	Ken Robinson	32
1804	PA	MG 3848	John Reid Alex Reid	30
1931	C/s	VD 30	Barry Foster	29
2361	NA/s	EP 5892	Robin Butler	29
1164	PA		Hamish McNinch	29
3070	K3/s tc	MG 2525	Richard Last	25
1533	PA	WV 5012	Dick Morbey	25
2134	K1/s	MG 3094	Richard Jenkins Ian MacKay	24
1000	PB/s	JB 7521	Ian Williamson	24
2695	J1/s ss	-	Anthony Howat	22
2349	PA Abbey	BLF 460	Edward Goble	22
1278	F2	MG 1313	Ian Goddard	22
857	L2	LHJ 875	Gaston Lenaerts	22
304	J2	MG 3111	Jeremy Prince	22
	PB/s		Jeanne Temple	22
2077	K1-KN/s ss	-	Annie Templeton	21
2510	J2	HB-J 327	Klaus Falldorf	20
2060	PA	OW 5865	David Rowland	20
1334	NA	AVG 865	John Neighbour	20
1079	J2	MG 2041	Mike Hewson Brian Bowles	19
2876	J2/s	KSL 635	David Jackson John Sharples	19
2893	PB Airline	DBB 36	Hiro Nishio	19
2935	J2	GL-07400	Wolfram Schmitz	18
2141	PA/s	RC 3349	Derek Richards	18
968	PA	BU 8079	Roger Davies	17
1531	J2	PJ 8586	Chris Smith	17
397	M	SC 9559	James Peacop	16
1699	D	PO 5751	Ted Hack	16
1168	PB	MG 4283	Chris Lewis	16
3072	PB	WSJ 159	Neil Skerratt	16
2000	K3/s	MG 3570	Andrew Taylor	16
1200	PA/s	JB 3854	Alan Grassam Sarah Grassam	16
148	M	OY 1548	John Haine	14
1595	M	PG 1045	Frank Ashley	14
1516	K3/s ss	-	Jeremy Hawke	14
2761	K1/s	MG 2794	Charles Jones	13
	PB	APW 774	David Sherman	13
1521	C/s	RX 8591	Dave Cooksey	13
106	NA Airline	EG 1882	Terry Andrews	13

1235	L1/s	VD 3010	Bryan Ditchman	13
209	J4/s	AGP 291	John Adams	12
783	NA	MG 3179	Colin Alderman	12
538	NA	NV 4207	David Sharp	12
2742	J2	DG 7828	Robin Hamblett	11
920	PA/s	TG 8337	George Ward	11
1829	J2	TF 9579	Patrick Gardner	10
1557	PB	BE 96147	Ulrich Gyax	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
1146	K3/s	JB 3182	Gunther Stamm	10
1888	NA	CGJ 295	Andrew Bradshaw	10
1982	PA	TJ 6108	Stuart Moore	10
1463	NA/s	BUU 964	David Downes	10
2501	NB/s	AAM 372	George Eagle	9
2761	K1/s	MG 2794	Paul Mullins	9
1277	J2/s	MG 2772	Ian Davison	9
1048	J2	APH 367	Len Bull	9
			James Wells	
843	M	ST 6963	Tony Margel	9
864	PA	LSV 554	Brian Rainbow	9
749	PA/s	MG 3394	Peter Warne	9
	J2/s		Colin Bird	8
833	PB	VH 8903	Barry Smith	8
909	J2-PA/s	FW 3909	Bill Bennett	8
2606	PA	BXW 477	Ken King	8
2015	K2	OPD 239	Len Goff	8
1525	KN/s	DSV 201	Patrick Gardner	8
664	PA	BLB 209	Paul Duncombe	8
957	L2	MG 2799	Derek Smith	8
2816	K1	RD 5278	Brian Sayers	7
1976	J2/s	JF 5278	Gilbert Collins	7
2721	PA	BMF 540	John Seward	7
1700	D	ST 7083	Patrick Gardner	7
1208	PB	BOK 244	Keith Leaver	6
123	PA	MG 3322	Nick Bengier	6
1985	K3/s	CS 3009	Philippe Douchet	5
100	PB Lester	MG 4251	Michael Barber	4
1917	J1	VSV 521	Stuart Evans	4
1894	M	GC 7705	John Bevington	3

182	K3/s	JB 4184	Dean Butler	2
1428	J2	DG 6142	Nick Bengier	2
2430	PA	-	Geoffrey O'Connell	2
761	J2/s	APU 280	Dave Brown	2
348	M	VU 4037	James Mumford	1
907	K1	ADH 360	Ian MacKay	1

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Brake it don't Break it

By Ray Brown

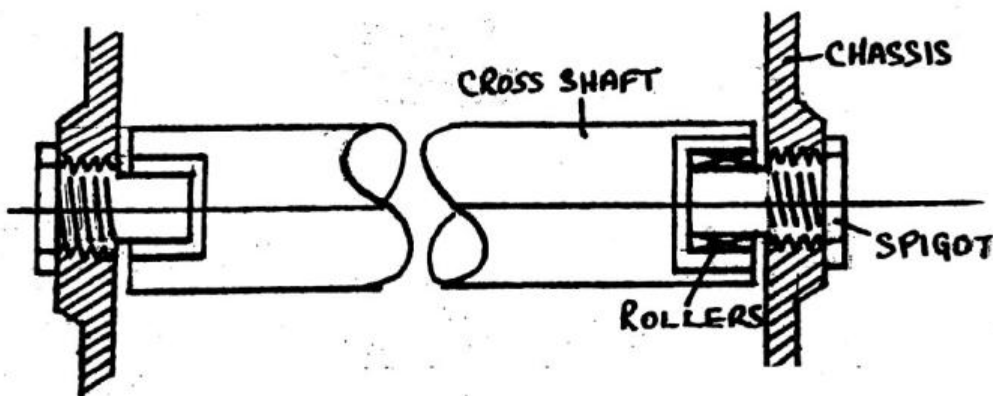
(Some thoughts on the braking system of Triple-M cars.)

Our braking system has received its fair share of criticism over the years, but was well thought of by the 1930's reviewers. The secret appears to be to reduce friction to an absolute minimum wherever possible.

1. The Brake Cross Shaft

This is the heart of the system, and is the reason why our cars have such a neat and potentially effective set of brakes. This shaft carries a double pulley at each end, which operates the brake cables. The handbrake lever and the footbrake pedal both act on it, and so both cause all four brakes to be applied.

The cross shaft runs on two spigots screwed into the chassis frame. The first thing to ensure is that the shaft runs freely, but not sloppily on these spigots.



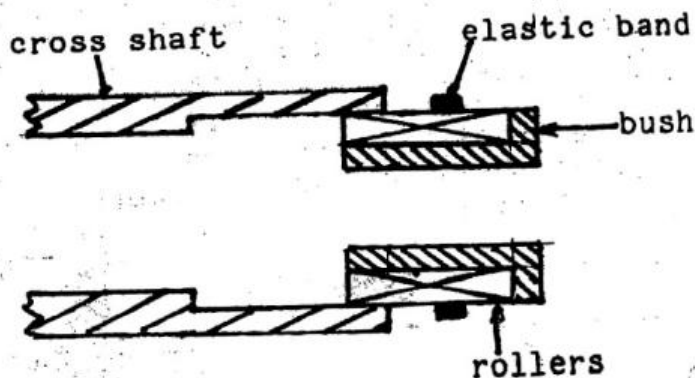
The near side has a bronze bush, which should be a good fit on the spigot – the clearances need not be of the standard expected in high revving machinery but no sloppiness should be accepted.

The off side of the shaft runs on a needle roller bearing and a steel bush. This is necessary because the offside has to take the loading from the footbrake pedal. If you are taking the assembly apart for the first time in years, you may well find that there is a lot

of old grease clogging everything up, and also that some of the rollers are missing. My F-type had only 31 instead of 33 rollers.

New rollers are easily made from silver steel, which is available in many diameters and easily hardened. The size for my F-type were $\frac{5}{64}$ "diameter x 0.71" long.

Please remember that the centralised lubrication system uses gear oil for lubrication NOT grease. It is therefore most important to clear out any grease in the cross tube to ensure adequate lubrication. The need to avoid grease also makes the usual method of assembling needle rollers (i.e. coating them in grease so that they stick to the bush) inadvisable. I suggest that a small elastic band around the bush and rollers will allow safe and simple assembly of these items. As the assembled bush and rollers are put into the cross shaft, the elastic band is pushed off.



2. The Footbrake Assembly.

The footbrake pedal is mounted on a bracket bolted to the chassis, and is connected to the cross shaft via a push rod and clevis pin. The footbrake pedal runs on a needle roller bearing.

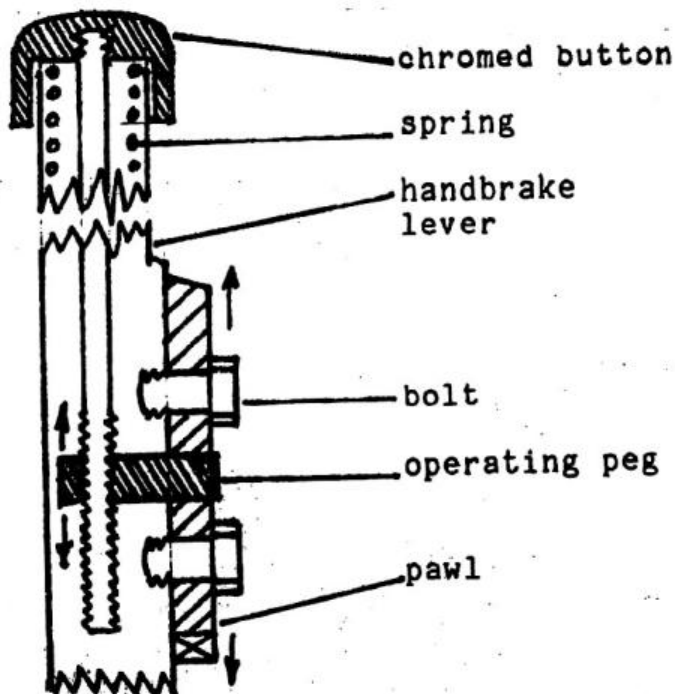
The clevis pins probably need renewal and should be smeared with molybdenum disulphide grease before reassembly.

3. The Handbrake Mechanism.

The handbrake and the footbrake levers on the cross shaft are located by collars which are welded in place and do not come off. They are lubricated from inside the cross shaft via drillings in the shaft. The fly-off mechanism is simple and reliable, but may need

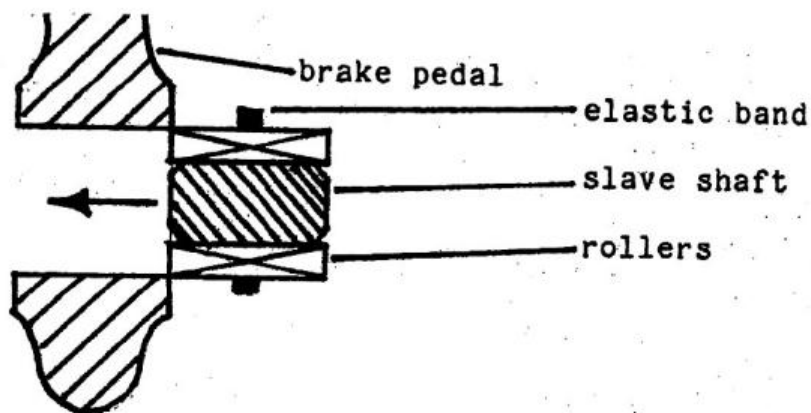
dismantling for cleaning and painting. The toothed pawl is removed by undoing the two bolts, and sliding the pawl off the operating peg. The internal mechanism is less obvious, but reference to the diagram below shows that it all comes apart easily.

The threads are all RH and undo in the normal way. The button unscrews, allowing the inner shaft to be unscrewed from the peg, which can then be removed.

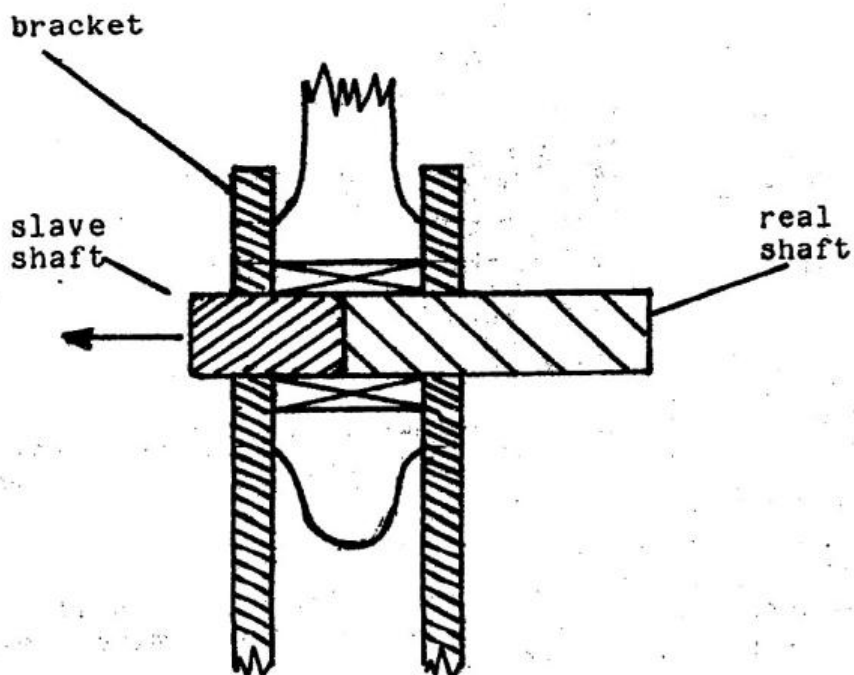


Finally, a question. Was the upper half of the handbrake lever chromed or enamelled, and if chromed, how is it removed for rechroming? Mine appears to be brazed on.

Mention has been made of difficulty in replacing the rollers in the foot brake bearing. I recommend the following technique. A slave shaft, $\frac{5}{8}$ " diameter and 1.0inch long with bevelled ends should be made. The rollers are now assembled on this shaft, with an elastic band, and inserted in the brake pedal.



The assembly is now put into the supporting bracket, and the real shaft inserted, pushing out the slave shaft.



A Supercharged F-type

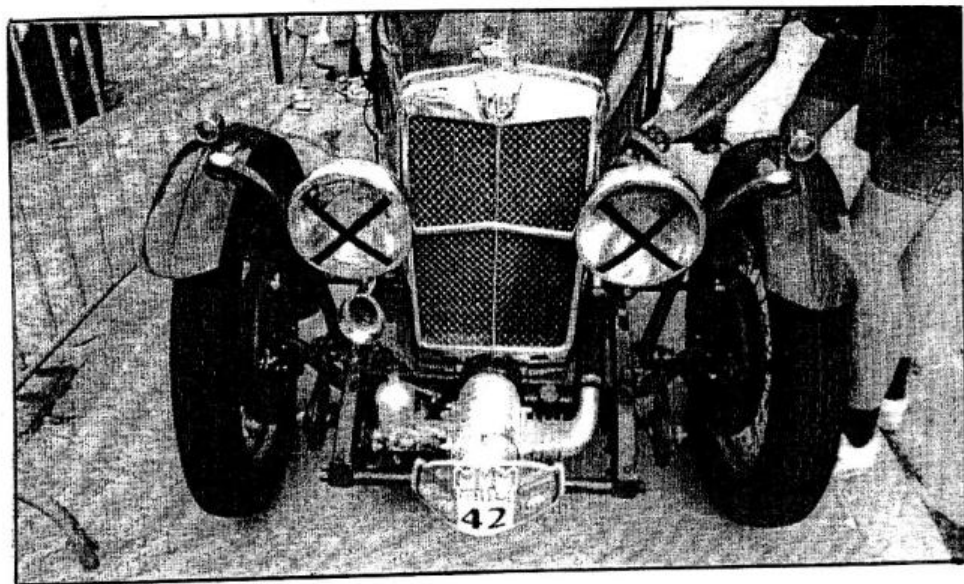
This car was seen at the Triple-M Luxembourg rally and created a lot of interest, as it is probably the first time an F-type has been supercharged – certainly since the war; although the works may well have fitted one in the 1930s.

Your editor managed to get a ride in this car (chassis No. F 0955), which has been developed and built up by its Dutch owner, Arje van Gelderen, with input from Barry Foster.

It goes very well indeed and feels very unlike an F-type, and more like a K3. It pulls very strongly from low down, right round to 5500rpm, which is the sensible limit. The steering is very precise, and the 12" brakes really give confidence. The supercharger, although only blowing at 4psi, gives it a great smoothness.

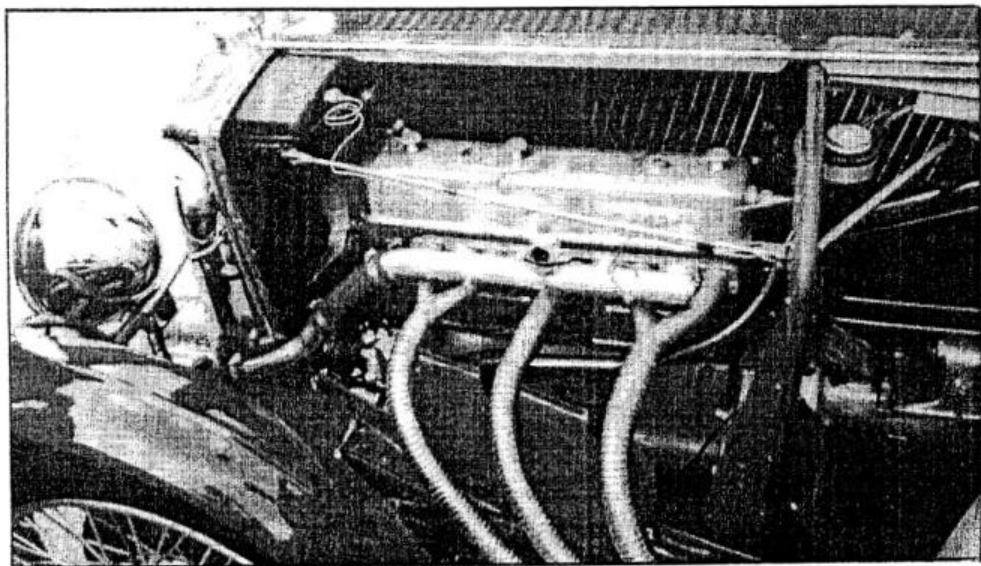
The blower is a J100 Marshall front mounted blower, breathing through an 1⁵/₈" carburettor. The engine has been uprated with a new Phoenix crankshaft and rods, running on a compression ratio of 7.8:1. A 12/12 camshaft is used with J-type rockers, and a C-type water pump is fitted to keep things cool.

To allow the car to produce the best top speed, it has an 8:36 crown wheel and pinion fitted.



To improve the breathing, a Derrington style exhaust system has been made up, which has twin pipes joining up shortly after leaving the head, running into three flexible external pipes. This set-up was used on the Bira F-type "Fidget", that Barry Bone used to own.

The whole car has been beautifully put together and is a credit to Arje.



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SPEED CHAMPIONSHIP 2001

Final Positions

<u>Pos.</u>	<u>Car/s</u>	<u>Driver</u>	<u>Points</u>
1 st	12/12 Rep.	Colin Lambert	56
2 nd	K3/s, NE	Andrew Taylor	51
3 rd =	K1/s, J2	Ian MacKay	37
3 rd =	NE	Peter Green	37
5 th	J2	Keith Hall	35
6 th	PB/s	Gerald Burrige	31
7 th	J2	Mike Hawke	29
8 th	J2/s	Carol Cooper	28
9 th	J2	Mike Linward	27
10 th	NA	Colin Alderman	26
11 th	PB	Pat Boghossian	25
12 th	NA	Peter Altenbach	24
13 th	K1/s	Paul Mullins	22
14 th	K1/s	Richard Jenkins	21
15 th	PA	Hamish McNinch	20
16 th	L1/s	Charles Jones	18
17 th	KN/s	Annie Templeton	16
18 th	KN/s	John Bishop	15
19 th	PB	Elizabeth Taylor	14
20 th	KN/s	Michael Coles	12
21 st	NA/s	David Downes	11
22 nd =	KN/s	Patrick Gardner	10
22 nd =	PA	Richard Holmes	10
22 nd =	NA/s	Jane Metcalfe	10
22 nd =	K3/s tc	Richard Last	10
22 nd =	NA	John Dutton	10
22 nd =	K3/s	Gunther Stamm	10
22 nd =	C/s	Dave Cooksey	10
22 nd =	C/s	Barry Foster	10
22 nd =	PA/s	Oliver Richardson	10
22 nd =	J2/s	Gilbert Collins	10
22 nd =	K3/s	Phillippe Douchet	10
22 nd =	NA/s	Mike Allison	10
22 nd =	J2	Len Bull	10
22 nd =	NA	Andrew Bradshaw	10
36 th	J2/s	Ken Robinson	7
37 th	PB/s	Jeane Temple	5

YOUR LETTERS

From Robin Gordon

Dear Phil

Could one of our technical boffins answer the following question?

In recent years, we have seen much attention given to "Service Information Sheet No. 13" (*for those who have not seen this sheet, I will try to remember to include it next issue*), showing the setting of rocker bushes on Triple-M engines. This gives the angular position of the bush defined by the flats (or corners) of the hexagon. My concern is how are we sure that the bushes in use are correct to the original design?

Obviously, the geometry of this arrangement is dependant on the amount of eccentricity of the bushes, the angular position of the hexagon relative to the eccentric axis, and to some extent, the angular position of the oil hole, which is used as a reference in the drawing.

Does someone, perhaps, have a works drawing of the rocker bush, so that they can be checked to see if they are to the original specification, so giving the right geometry and valve timing?

Yours sincerely

Robin

From Brian Rainbow

Philip,

I must congratulate you on the excellent bulletin, the new look is a great improvement on the old one. I read with interest your proposed trip to Hambye next June, it is a pity it clashes with the MG CC European Event of 2002 being held the same weekend at Wetteren near Gent in Belgium. I took a party of 8 couples/cars from our local MG Octagon natter over to John & Lavinias last July, and had a great time!

Best wishes, Brian Rainbow

(PA0777 and TA2551) Leamington Spa

From Peter Long

Dear Phil,

Many thanks for the latest Bulletin. It certainly makes interesting reading, and an ideal way of keeping in touch with Triple-M affairs (*this is one of the aims of the committee and this Bulletin – Ed.*)

I noted your point about members providing material for future issues, but not having been active in Triple-M matters for several years, I don't have much to report. I hope this will change quite soon, but in the meantime I have some parts that could be useful to someone who is rebuilding a car and needs trafficators (*see for sale section – Ed.*)

Sincerely Peter

From Bas De Voogd

Hallo Philip,

Thanks for your report on the trip to Holland. Next time you plan a trip to Holland you should discuss your needs with me in advance, I am a regular organiser of trips in Holland for English MG owners and local car clubs. Ask David Washbourne, as I think he still has good memories of several trips I organised. I would be honoured to help!

The Mill in Hellevoetsluis is still a working mill, but they want to know in advance. (*We tried to visit this during our Dutch Rally in September -Ed.*)

Many thanks for the contact you gave me concerning Jarvis. Early September I had some time in England and was able to spend some time at his house. He is a wonderful and very helpful chap with a wealth of knowledge about Jarvis and Wimbledon around the 1950-60 period.

Regards, Bas de Voogd

From Paul Joppen

Philip,

What a shame that you missed the steam train at Goes. Best time to do that is early spring when there is a lot of blossom. The surroundings

are then almost as scenic as the steam railway around Tenderden in Kent. Good to hear that you had some kind weather, because where I live, near the German border, it was very wet. Please come back next year and I will join you on your trip around Holland. I have never seen the windmills at Kinderdijk for instance.

This weekend a friend and I are going to participate in the Eiffel-Klassik at the old Nürburgring in my friends' 1936 TA Cream Cracker replica. Normally there is a good attendance of Triple-M's so I will have a good time, irrelevant what the weather will do (normally very wet!!). I will make some nice pictures for Safety Fast.

Regards, Paul.

From Graham Arrondelle

Hi Phil

Thanks for my piccys, received this morning. Thanks also for the latest bulletin.

I like the old '60s/'70s pics - I have a few myself which I will dig out. Bert Smith requests an exploded view of an M-type engine. The Pre-War MG Parts Centre used to do a catalogue with one in it, but I don't know if it is still available... Somewhere I have a picture of an M-type engine that exploded in a more literal sense but I am not sure if I can locate that one...

Cheers, Graham.

From Mike Rolfe

Dear Phil

I am currently restoring MG J2 chassis No. 2130, which is now registered with Bob Clare, and I would be grateful for any information on any head, manifold and carburettor parts the Register are informed of.

Yours sincerely

M.Rolfe.

From David Barnes

Dear Phil,

Firstly, congratulations to the Triple-M Bulletin. I appreciate the news and information on Register matters.

As we have recently moved here and have much sorting out and construction of facilities to do, it will be a while before I can start the overdue rebuild on my car.

However, I enclose a wanted advert so that I can keep things ticking over. (*see wanted ads later-Ed.*)

Many thanks for all the hard work put into the Register services.

Regards

David Barnes

TIPS AND HINTS

Don Breakspear (4 Buchanan Drive, Wokingham, Berks, RG40 4EF. Tel. 0118 9733 568) can overhaul your original Lucas vacuum operated wiper motor, as fitted to the earlier Triple-M cars. If parts are missing, he can source new bits, but will not sell these separately. A clean up and service will cost about £25, while a full rebuild will cost about £55. Don advises that these units should never be greased; the washers require neatsfoot oil.

Phoenix Crankshafts (37, The Business Village, Wexham Road, Slough, Berks, SI2 5HF Tel. 01753 821303) can supply N-type crankshafts at £1750; K/L-type crankshafts at £1750; P-type crankshafts at £1000; or a J-type crankshaft at £975.

They can also supply con rods for all models at £150 each.

All the above can be supplied by Peter Green, who also sells N-type cylinder blocks at £1500; K/L-type blocks at £1500 (71mm or 83mm stroke); P-type blocks at £1250; J-type blocks at £1150; P/N rear housings at £235 each; K/L rear housings at £235; P/N front housings at £365; K/L/N/P type main bearings at £135 each. (**Greenacres, Purton Lane, Farnham Royal, Bucks, SL2 3LY Tel. 01753 643 468**).

If you wish to trace the history of your car, **Philip Riden's** book '**How To Trace The History Of Your Car**' has been extended and revised. It gives details of the present holders of the vehicle registration number archives throughout the UK, as well as giving you details of how to go about tracing the past ownership of your car.

T and J Enterprises (P.O.Box 1963, Hall Green, Birmingham, B28 9LP Tel. 0121 777 3386) are obsolete Lucas specialists, who can supply such things as cut-outs, control boxes, lights, switches, wiper motors etc.

For Sale

Peter Green (Greenacres, Purton Lane, Farnham Royal, Bucks.SL2 3LY Tel. 01753 643468) has for sale a K3 Replica kit, consisting of an N-type chassis with ID, or a K-type chassis with no ID. K-type front and rear axles with correct 13" brakes. A KD engine, with ENV 75 preselector gearbox with bell housing and remote control. Volumex supercharger. Offers please.

Philip Bayne-Powell (Kimber Cottage, Glaziers Lane, Normandy, Surrey, GU3 2EB. Tel 01483 811428) has for sale the following:- A pair of LBD 165 headlights, needing base mounts and bolts, rims chromed, 1 reflector resilvered, no glasses, £50. LBD 150 headlamp with dipping reflector, complete except bottom rim fixing; some dents, frosted glass. £30. L150 headlamp with dipping reflector, no glass, no bottom rim fixing or mounting bolt, £20. L150 dipping reflector & fixed reflector, £10 the pair. L150 headlamp with dipping reflector, Lucas Biflex central bar, no glass or mounting bolt, £20. Another but with fixed reflector, and Lucas Biflex Long Range central bar, £20. Lucas Ft57 Spotlamp, £30. Another, but only body and glass, £10.

Wanted

P Type sump wanted, please contact **Brian Rainbow** on 01926-612415 (Warwickshire).

Andrew Morland (Old Glade Cottage, Water lane, Butleigh, Nr Glastonbury, Somerset. BA6 8SP) is looking for a KD 'Alpine' inlet manifold for his L-type, together with twin 1 1/4" SU carburettors (as used on TA, TB and TCs). Also needed is an uncracked N-type crankshaft.

David Barnes (Westland House, Kingston St. Mary, Taunton, TA2 8AE, Tel. 01823 451355) requires a set of lever arms for the Luvax rear shock absorbers, also correct shock absorbers with the filler cap in the correct position - at the top when fitted (*shockers with fillers at 2 o'clock are from Rileys - Ed.*) Alternatively has anyone drawings or sketches of these lever arms, with dimensions and shape?

Has nobody got a spare starter motor that they can spare for your editor and his co-owner of the N-type saloon, Keith Portsmouth,

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Inside Back Page, top:- Keith Portsmore's NA Allingham at this year's Luxembourg Triple-M rally.

Inside Back Page, bottom:- An unusual view of Dave Cooksey's and Barry Foster's C-types in the Silverstone paddock.

Back Page, top:- Kontrasting K-types at the Hopcroft Hotel during the birthday celebrations; Walter Kallenberg's K1 and Phillippe Douchet's K3.

Back Page bottom:- Jarvis F-type and M-type at Luxembourg, owned by William Opie and your editor, showing their distinctive tails. *(all photos by C.Hoptner)*



