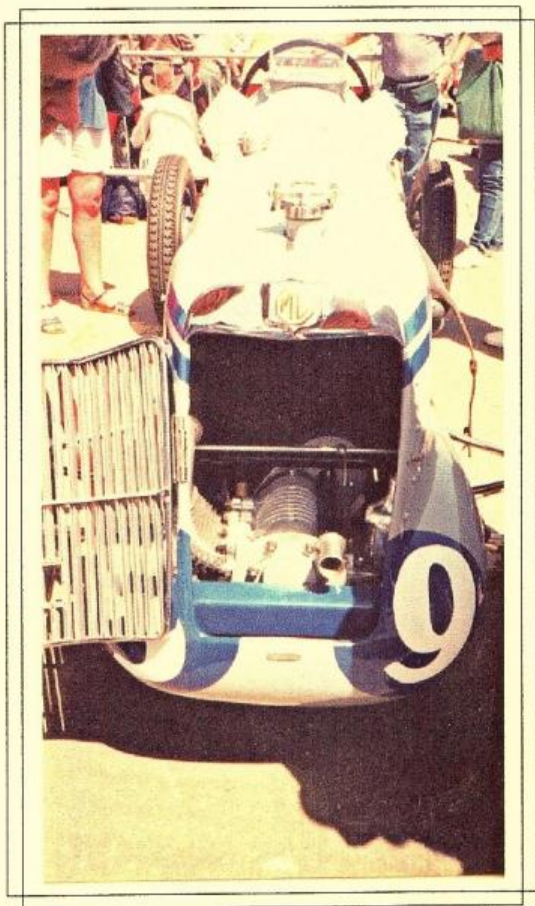


TRIPLE-M REGISTER BULLETIN





TRIPLE-M REGISTER BULLETIN

JUNE 2001

I hope you enjoyed the new look Triple-M publication, and that this will become the living mouthpiece for all Triple-M members.

From this Bulletin onwards, the only people who will receive a copy will be those who have spare envelopes with John Joynes, (which have now been sent to me), or those who have recently sent me envelopes as a result of receiving the first Bulletin. Please send me A5 size stamped addressed envelopes, say 6 at a time, to cover a year's worth of Bulletins. You will automatically be informed when your last envelope is used, to enable you to send further envelopes.

For those of you abroad, please send me a money order for £6, which will cover our Continental friends for 12 issues, while those further afield will get 6 issues.

We know that some Triple-M members have not been sent their bulletin, because the club records are not 100% in identifying Triple-M members, especially if they joined with a later model of MG and then bought a Triple-M car. If you know of anyone who should have received a Bulletin, please get them to contact me and ask them to quote their MG Car Club membership number, as well as the details of their Triple-M car/s. I will then get the Club's records updated and our own Register records put straight.

The 40th Birthday celebrations are hotting up, see George Eagle's latest update included later on. If you are not entered, please come along to watch or even lend a hand for a hour or two. All offers of assistance to George Eagle.

Front cover: The view into the lion's mouth! The front of Gerhard Maier's R-type; note the socket for the starting handle, presumably for timing the engine.

Inside front cover:- Top Peter Green exercising the NE Aramis at the Didcot Driving tests.

Bottom John Harris' PA, also at Didcot.

One of the highlights of the display will be Urs Langen's NE, which he is bringing over from Switzerland. This car used to belong to Syd Beer. Urs has had to make up many missing parts during his restoration, but as you can see from the photo on the back cover it looks magnificent.

My own deadline for completion of my C-type is fast approaching at the time of writing (early May), with 12 items left to do. By the time you get this Bulletin, it WILL be on the road, and hopefully sorted, to be able to take part in a week of Triple-M activities, 'straight out of the box' without any problems. Such Faith!!

We are getting many people joining the birthday celebrations from abroad; New Zealander, Rod Brayshaw will be driving Rosemary's Allingham NA, whilst Reed and Linda Yates from America are entered in our Jarvis M-type.

10 days after MG Silverstone, there is a mass exodus of Triple-M cars heading for the Triple-M Rally in Luxembourg. Entries are now closed and I'm told have filled the 60 car capacity of the rally; this should also be a wonderful event, with cars that have not been able to make Silverstone. For further information see the Dieppe Raiders News later on.

On a sadder note, I regret to tell you that Jacques Potherat has died. He was a great French Triple-M enthusiast, owning a very original cycle-winged PA with blistering paintwork. With Barry Foster, he started the Vintage Montlhery meetings, and was also a committee member of the VSCC-a truly singular honour. He could remember people from only one previous meeting.

The Montlhery Meeting started because Barry wanted to use the circuit for record breaking, and approached Jacques to help in getting the approvals; but Jacques thought it would be a good idea to tack on a rally, which eventually took over.

This Bulletin is bigger than April's, for which we must thank the various contributors. I would ask for a special response to record the several different events of our birthday celebrations.

DIDCOT AUTOTESTS 22nd April

From John Harris

On Sunday 22 April Abingdon Works Centre held its annual driving tests at the Power Station car park in Didcot. The day started fine and sunny, although the wind was a bitter one. Surprisingly, the cold didn't deter anyone, in fact there was a record turn out of 29 entrants some cars being driven by more than one competitor.

The Triple- M turnout numbered three:

The famed "Aramis" (N type), driven by our new Chairman, Peter Green, and also Andrew Taylor, who walked off with the well earned class trophy;

Brian Basset's M Type, a regular entrant to this event; and yours truly's PA, with its newly re-furbished wings and re-painted bonnet, driven by me and my Son-in Law Mike Page. I usually attend this one to keep my handling up to date, but missed last year's event, as the beastie was uncharacteristically off the road.

A lot of fun was had by all, in getting around the tests (6 in all with two attempts at each). As usual there was much keen competition between the Midgets, but we won't discuss these here. Some tests were a bit too tight for our cars, so some backing up was needed, but it was all fair within the class.

As the day progressed, the weather got a little wetter making the surface more interesting. At this point, Peter discovered that Aramis' wipers could not be persuaded to operate and also with no weather equipment the journey home for Peter and Andrew became an interesting one. I must confess that I "wimped out", and put my hood up (I argue that the seats get wet while waiting for ones turn). Had I been on the road it would have stayed packed away (of course).

This is a good non-damaging event for our type of cars so perhaps we'll see more Triple M's next year.

TRIPLE-M COMMITTEE MEETING

1st April 2001

Philip Bayne-Powell

Andrew Bradshaw has confirmed his decision to give up the post of Safety Fast scribe, and a new incumbent is going to be John James, who has been a very successful editor of the Octagon Car Club's Bulletin. This post he is now hoping to pass on, so that he can concentrate on being our mouthpiece in Safety Fast. I'm sure you would all like to thank Andrew for making such a great impression with the Triple-M notes in Safety Fast. He will now have more time to concentrate on his C-type replica, having previously tried a D-type, which he found seriously inadequate.

The Birthday celebrations were well in hand although there was a bit of a cloud over the Abingdon to Abingdon run due to the foot and mouth epidemic, which hopefully by June will be resolved. Over 100 entries had been received.

There will be 150 prints of the Len Goff painting of the Eyston K3 in the 1933 Mille Miglia; these will be for sale at £20 each. George Eagle will be taking orders before the celebrations, so that people can pick up their prints during that week. All orders after Silverstone, for any remaining prints, will need to be sent to Malcolm Green, our Librarian.

Special lapel badges will be issued for all the owners of the 40 display cars. Each owner of a display car will receive a free copy of the booklet about the cars, but it will also be available to buy at the bargain price of £5.

The Register is proposing to set up its own web site, which may be in conjunction with the MG Car Clubs own site or else a different arrangement. We will get more details after the next committee meeting, which will be taking place at the Club's Abingdon H.Q. on 3rd June.

It was felt that there ought to be more Triple-M Register arranged events in future, on the lines of our birthday celebrations, or our raids to France. Also social runs are very

popular, and we should perhaps try to organise one for Triple-M members.

The Triple-M survey results need to be examined to see what people want, and to see if there are lessons to be learnt. A re-run of the survey perhaps could be run through the new bulletin.

The idea of name tags for the committee was raised; this will give the general members better links with your committee.

The VSCC Silverstone Race Meeting Sat. 21st April 2001

From Mike Linward

The first Vintage race meeting of the year was held in pleasantly sunny weather. Among the Triple-M cars entered were John Dutton NA and Oliver Richardson PA in the High Speed Trial in which Oliver gained an award and John broke the NA's diff. In Race 3, Paul Mullins K type special was driven by Charles Jones and was placed third on handicap. Mike Allison's NA was 9th and Michael Coles' Magnette 21st. Both Robin Butler's, NA and Alan Painter's, PA did not finish.

Charles Jones was out again in the scratch Race 5 and was ninth. Mike Painter having better luck than his brother at least finishing the race in 15th place. Mike Allison's daughter Jane, racing under her married name Metcalfe, also competed but was placed last of the finishers.

In the 12 lap scratch race for Pre-War Racing Cars, which included a number of ERAs and a Type 51 Bugatti, Richard Last's twin-cam K3 was 12th but Richard was pleased with the way the car had performed.

Colin Alderman was the only Triple-M entrant in Race 7 and finished some way towards the back of the pack. The last race of the afternoon was a 5 lap scratch race in four classes. Being the last race there were inevitably a number of non-starters and

several cars were entered that had not appeared in the programme. One of these was Robin Butler's NA which finished third in his class but also took the handicap award for the race. In the same class was Michael Coles' Magonette, 4th. The smaller capacity class saw John Adams' J4, 5th and Ian Davison's J2, 7th. Also competing in this race and Race 5 was Geraint Lewis in a J4 looking J2. Unfortunately both driver and car are not known to this author, so cannot at present be entered in the C.O.T.Y. list. If you would like to step forward, sir, and identify your car, you will be mentioned in future dispatches.

It was a pleasure to get out to a motoring event after so many had been cancelled due to the National Foot and Mouth emergency but the small crowd at this meeting suggested that many were still staying away until this epidemic had been brought further under control.

DIEPPE RAIDERS NEWS - by ED

This is where we highlight the events going on abroad that might interest members. I had been issuing a newsletter, off my own bat for about three years, to people who had showed interest in going abroad for a rally. There were about 40 people on my mailing list. We have had several Triple-M rallies to John Bevington in Normandy, over the last few years, and a great refreshing time was had, with John's excellent organisation and events and Lavinia's Cordon Bleu cooking. This year, due to the birthday celebrations and then the Luxembourg Rally, we have postponed the trip to next year.

I did not get to the Montlhery meeting this year, but hope that all those who went had a good time.

The first big event is of course the 3rd Triple-M Luxembourg rally. All entries are closed, and we hope to have final confirmation shortly, although I understand that the UK entries have priority!. Ferry crossings have been arranged for those

listed below, and also accommodation for the night of 4th July and again for the 8th July, on the way out and back respectively for the 9 cars that have signed up with me. Those in this party are as follows:-

Anthony Littlejohn	Carlton L-type
Christopher Hurron	NB 4-seater
Keith Portsmore	NA Allingham
Alan Hogg	ND
Chris Hogg	J2
Mike Allison	NA
Martyn Phillis	ND
Bob Hudson	C-type
Phil Bayne-Powell	C-type

We are being joined by Bill and Joanne Cullen, who have made their own bookings.

We are crossing by Hoverspeed on 4th July at 12 noon, giving us time to cover about 80 miles to Cambrai to our overnight stop at the Chateau de la Motte Fenelon. On Thursday we have about 160 miles to cover to arrive at Larochette for signing on in the afternoon. This should give us the chance to stop for a decent lunch.

After the rally is over on Sunday morning of the 8th July, we have a chance to cover some ground before stopping for a late lunch, arriving back at the hotel in time for the evening meal. I have assumed that every body wants to eat at the Chateau on the Wednesday and Sunday evenings, and have booked us tables. There is a wide range of menus from 165 to 290 Francs.

On Monday the 9th, we have a leisurely drive to get to Calais for the 1345 Hoverspeed ferry.

I shall be arranging a certain number of spares to be carried in Keith's and Martyn's cars. There will be such things as a tow rope, coil, petrol pump, condenser, vertical drive coupling, N-type half shaft and hub, wheel bearings, core plugs and points.

If anyone wants to bring their own spares, by all means pack what you think you might need.

Mike Linward is also making up a party, but taking different ferries.

After that, there is the Falaise Hill climb on 29th July. This is a fantastic 2 kilometre climb on closed public roads. Entries limited to 30, with a cost of £55. For further information, contact our man Kip Waistell, Jordans, Church lane, Ardingly, West Sussex. Tel 01444 892132 (day) or 01444 892681 (evenings).

In August, there is the 3rd rally at Etaples, for which entries have long closed, so if you were not quick of the mark with your entry form issued with the last Dieppe Raiders Newsletter, you will have missed the boat.

If you are not able to join us for the Luxembourg Triple- M rally in July, then there is the MGCC Luxembourg European Rally from 20th to 23rd August. The South-East Centre is getting a party together. For further details contact Doug Bush on 01342 870069.

At the end of September there is a rally to Holland organised by the SE Centre, from 21st to 25th. We are planning to tour the Zeeland area with its lovely harbours and windmills. Further details from Phil Bayne-Powell on 01483 811428.

There is also Le Kimber Trial at John Bevingtons in Normandy, which may be earlier than the normal date of mid-October; this is being finalised by Alan Grassam. More news next time.

TRIPLE-M REGISTER

40TH ANNIVERSARY RALLY

There are now less than three weeks to go before the first of our special events takes place, when an unprecedented number of Triple-M cars and their owners will congregate to celebrate 40 Years of the Register. In terms of the number of entries, the response has been both terrific and diverse, covering most of the Triple-M alphabet, including many cars from outside the U.K.

As of today we have 130 entries, a number which exceeds my target of 125. The entries breakdown into the following:-

Gaydon 71 cars
Prescott 88 cars
Abingdon/Abingdon 96 cars
Parade laps 101 cars
Gala Dinner 169 people
Silverstone weekend tickets 176.

We have a superb range of cars entered ranging from M types to C's, D's, J2's, J4 replica, PA's (one Airline/one Abbey bodied)), PB's (one Airline, one Lester), Cream Crackers, NA's (2 Allingham), NB's (1 Cresta), L Types(1 Salonette), Magna's, KN,K1, K2,K3's and NE.

The deadline for sending out the "Welcome Packs" is almost upon us, and as such the entry list will have to be closed in a week or so.

All this bodes well for what should be a truly memorable occasion for any Triple-M enthusiast, and one which no doubt is likely to be remembered for many years to come.

This is how things are shaping up:-

GAYDON Tuesday 19th June –Self judging Concours/ Driving tests. This has proved to be a very popular event. Competition Secretary, Mike Linward is busy fine tuning the driving tests to give just the right mix of fun with a mildly competitive element, which will not stretch you or the car too much.

PRESCOTT visit Wednesday 20th June –A real pilgrimage for many. We all love our MGs, but many like Bugattis too, judging by the numbers of entries for this event, which includes a tour of the Bugatti Museum. You will also have the opportunity to drive your Triple-M car several times up this famous speed hill climb course. It appears that we cannot use the return road, so will have to assemble at the top and convoy back down.

1934 ABINGDON/ABINGDON RE-RUN. Thursday 21st June – John Reid, who is organising this event has left practically no stone unturned (almost literally) to re-create the 1934 event as far as possible, and his superbly produced souvenir Route Book contains all the necessary directions, as well as lots of interesting historical information about the event.

GALA DINNER –Thursday evening at the Holt Hotel at Hopcrofts Holt, This hotel is used by the Ferrari Owners Club for their annual dinner and provides the ideal venue for our 40th Birthday dinner. Many Triple-M people have opted to stay at the Holt during the week of our events and 169 people are booked for the dinner. It will be a great evening and Simon Hope of H&H Auctions will auction the original Len Goff painting of the Eyston/ Lurani K3 in the 1933 Mille Miglia, commissioned for the Register's 40th Anniversary. There will also be a raffle with lots of prizes already promised.

A table plan will be available at the Holt for any groups wishing to reserve a table. (One will also be available for the Saturday evening Silverstone dinner)

MGCC SILVERSTONE –Friday 22nd-Sunday 24th June –
Three more days of MG indulgence, with more Triple-M cars than you have ever seen before in one place. Watch Triple-M cars in high speed action on both the Saturday and Sunday. There will also be a concours and gymkhana as usual on the Sunday. One of the highlights of the whole week- end, and a veritable Mecca for all Triple-M enthusiasts will be a display of historic and famous Triple-M competition cars, collected together in one marquee. Organiser, Peter Green has worked wonders to gather together 40 of the most important Triple-M cars for you to drool over.

COMMEMORATIVE PUBLICATION – The history of all the cars in the historic car display will be documented in a special 40th Anniversary booklet, with many period photographs , and other Triple-M related articles. This high quality booklet is being compiled by Andrew Bradshaw, who has received several previously unpublished pre-war photographs for inclusion from owners of the display cars.

PARADE LAPS It seems that many of you want to drive on a racetrack! We have had a huge take-up of the offer of 25 minutes of Triple-M lappery on the famous Silverstone International circuit- we may even have to do it in two sessions! Drive at your own pace and enjoy the wonderful sight, sound and smell of the occasional overtaking K3, unless of course you are lucky to be actually driving one yourself.

FOOT & MOUTH. The simple message to all entrants is that our events are not affected. There were some concerns for the organisers a few weeks ago, but all the necessary consents have now been reinstated and to quote Tony Blair, "its business as usual"

LATE ENTRIES *At the moment there are still some places left* for most events, including the dinner, so if you would like to

enter, you will need to do so NOW. Please note that no entry will become definite until the appropriate entry fee has been received, hence any provisional entrants who may be reading this should respond immediately to George Eagle to avoid disappointment.

FINAL INSTRUCTIONS These will be sent to all entrants shortly before the event.

Any questions should be directed to the Event and Register Secretary George Eagle, Foxcote Chase, Leckhampstead Road, Akeley, Bicks, MK18 5HG. Tel 01280 860428 or e-mail george@eagle1798.freeserve.co.uk. or any of the organising team

Peter Green 01753 643468

Andrew Bradshaw 01223 564872

John Reid 01223 207387

Mike Linward 0208529 3241

Ken King 01908 373468

There will be a manned information desk to help with any questions you may have at the Holt Hotel during the event on Tuesday, Wednesday, Thursday and Friday morning.



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FUTURE EVENTS

The foot and mouth epidemic is now getting under control, but the MSA are still not issuing licences for events that are off road, or likely to use minor roads.

June 10 th	VSCC Cadwell Park Race Meeting	01608 644777
16-17 th	MG at Le Mans 24 hour Race	01753 681736
19-21 st	Triple-M Birthday Celebrations	01280 860428
22-24 th	MG Silverstone International	01235 555552
July 5-8 th	4 th Triple-M Luxembourg Rally	
6-8 th	Goodwood Festival of Speed	
22 nd	VSCC Mallory Park Race Meeting	01608 644777
29 th	Falaise Hill Climb	014444 892132

STOP PRESS - The Dieppe Retro is on, 1st and 2nd September, get entry forms from the Editor


MIDGET

MAGNETTE

MAGNA

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The Triple-M Register Library

From Malcolm Green

The Triple M Register library exists to assist owners, and enthusiasts, of the 1929-1936 OHC Midget, Magna & Magnette models. The library is non-profit making, with the supporting funds coming solely from the sale of yearbooks and other publications. A good stock of back issues of the yearbooks are held, although those of many of the earlier issues have now been exhausted. The reproductions of original factory factory publications, sales brochures, publicity booklets, etc. are printed using similar paper and are mostly in full colour. The following items are currently available:-

SALES BROCHURES

1929 12 page booklet " Passes and Surpasses" 14/40, 18/80 and M-type	£10.00
F leaflet 6 pages in full colour. F1 & Salonette	£3.00
D & M leaflet 6 pages in full colour	£3.00
12/12 M leaflet in two colours	£2.00
1932 Broadsheet 12 pages J1, J2(cycle wing), F2, 18/80.	£5.00
J1, J2 8 page folder, full colour	£6.50
J booklet 1933 swept wing 8 pages, full colour	£4.00
1933 Allingham/Airline leaflet P & N, two colours	£2.50
1933 K booklet 8 pages K1 saloon & tourer full colour	£3.00
1933 K3/J4 booklet 8p full colour	£4.00
1934 P booklet 12p full colour	£12.00
1934 Broadsheet 16p folder two colour KN, K3, Q, L, NA, PA	£4.00
1935 Broadsheet 16p folder two colour PA, PB, NB	£4.00
J & P oiling chart two colours	£2.50
L & K oiling chart two colours	£3.50

PUBLICITY BOOKLETS

- The Luck of the Game 28p written by Cecil Kimber, forward by George Eyston. Mainly 1932 TT. £8.50
- Mille Miglia 48p covers 1933 Mille Miglia and specification of K3 £11.00
- How They Ran & Outstanding 1934 Successes. A pair of 4p booklets. Set £3.00

Instruction summaries. Each new car had one of these 6p card folders giving running-in instructions. Available for D, K, J & P models £2.00 each.

L poster (approx 27"x33"). Black & white art paper, nine factory photos. Posted folded £4.50

BACK ISSUES OF MMM YEARBOOKS

A high quality yearbook covering events over the last twelve months, as well as a selection of technical and historical articles. Many issues are now out of print but the following are currently available.

- | | |
|--|----------------|
| 1973, 1979, 1982, 1984, 1988/89, 1990, 1991, 1992, 1993, 1994 and 1995 | All at £6 each |
| 1996, 1997 | at £7 each |
| 1998, 1999, and 2000(due mid-June) | all at £8 each |

POSTAGE AND PACKING:

YEARBOOKS-UK & Europe £2 for 1st, plus 50p for each additional. Overseas airmail £4.00 for 1st, plus £3.00 for each additional.

LEAFLETS- £1 per order (U.K.) £2 per order (Overseas)

IMPORTANT All UK cheques should be made payable to The MGCC MMM Register Library.

Overseas orders **MUST** be by £sterling bank draft. No foreign currency cheques, Eurocheques, personal cheques or bank notes accepted, as bank charges on such items are prohibitive.

VISA or MASTERCARD credit cards are accepted. Please quote your full card number and expiry date. This service is to aid overseas members, UK members should use cheques.

ADDRESS

Triple-M Register Librarian,
28 Allen Road, Great Bookham,
Near LEATHERHEAD,
Surrey KT23 4SL
Fax: 01372 451507

UPDATE ON THE 40TH BIRTHDAY CELEBRATIONS

From George Eagles

To date I have received just over 100 entries and hope to make 125 or more! I am also going to write to the 40 or so provisional entrants who have still to confirm their entry. Andrew Bradshaw has given the event his usual plug in Safety Fast, and we also received a very good mention by the Editor.

We open with Gaydon on Tuesday 19th June - start time 10.30am. Apart from the attractions of the museum, there will be a manned events desk, a self judging concours and non damaging driving tests. Prizes/awards will also be made. Mike Linward is organising this event.

Wednesday 20th is the day we visit Prescott and the BOC Museum. I do not have all the information, including a start time,

at present. I hope to organise the use of the catering facilities. Prescott supply their own marshals for the runs up the hill - anyone trying to race will be red flagged! I am organising this event.

On Thursday we have the Abingdon/Abingdon re-run. The event will start at the Holt Hotel, from 9am, and we will have the events desk. All entrants will receive a very high quality route book which contains coloured maps of the route and tulip diagrams. There will be period photo's and some background information on the history of the original event. The route book is intended to be something which the entrants will wish to keep. John Reid is organising this event and he has carried out two recce's so far.

In the evening, we hold the Gala Dinner at the Holt Hotel. There will be a table plan, a speaker, and honoured guests have been invited, including Bill Wallis, President of the Club, and his wife, and Mike Allison, Honorary President of the Triple-M Register and his wife. We will be holding an auction of an original painting by Len Goff of a K3 in the 1933 Mille Miglia, and we plan other items to auction. Simon Hope of H & H auctions is to conduct the auction. A raffle is also planned.

The Silverstone weekend starts on Friday, and we will have a large 25m square Marquee for the 40 historic cars to be displayed. Peter Green has assembled a magnificent display. A very high quality booklet containing photographs and histories of the cars is to be produced.

There will also be other information of interest including a piece by Mike Hawke. A copy of the booklet will be given free to entrants, and it will also be on sale to the public. The display booklet is being sponsored by H & H Auctions and is well supported by our Trade friends. Andrew Bradshaw is responsible for the sponsorship/publication of the booklet.

In the marquee we will have the Triple-M stand, a stand for H & H Auctions, and possibly a stand for British Motor Heritage Trust Gaydon.

We will also have a large dedicated Triple-M car park adjoining the marquee, and parade laps on Sunday morning.

Entrants will receive other items to commemorate the event including an events plaque, whilst limited editions of the Len Goff painting will be for sale at £20 each. The entries received come from many countries including one from the USA, one from New Zealand and several from Belgium. Accommodation lists have been sent out to those who require it. With over 100 cars entered we should all enjoy a great occasion and get to know many more Triple-M 'ers.

We have enjoyed great support from Rob Gammage, who has attended some of our Committee meetings. A newsletter is to be sent out to all entrants/provisional entrants.

C.O.T.Y. 2001 to 31st May

<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	26
2694	J2- PA/s	Kayne Spl.	Mike Painter	25
656	PB/s	JC 3269	James Gunn Rebecca Gunn	19
2361	NA/s	EP 5892	Robin Butler	18
397	M	SC 9559	James	16

Peacop

605	L1/s	MG 2802	Bob Jones	14
			Charles Jones	
3070	K3/s tc	MG 2525	Richard Last	14
2761	K1/s	MG 2794	Charles Jones	13
1997	NA	-	John Dutton	13
1000	PB/s	JB 7521	Ian Williamson	12
2769	12/12	GG 3340	Colin Lambert	11
	Rep			
209	J4/s	AGP 291	John Adams	11
1829	J2	TF 9579	Patrick	10
			Gardner	
	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	8
			Burridge	
909	J2-	FW 3909	Bill Bennett	8
	PA/s			
1460	J2	AGY 339	Keith Hall	7
691	NA	BYU 271	Rosemary	7
			Bayne-Powell	
2913	PA/s	MG 3855	Oliver	7
			Richardson	
1277	J2/s	MG 2772	Ian Davison	7
3043	K2/s	MG 2191	Brian Sayers	7
	PA/s	-	Alan Painter	7
			Mike Painter	
2028	NB/s	MG 3694	Mike Allison	5
			Jane Metcalfe	
	PB/s		Jeanne	5
			Temple	
1595	M	PG 1045	Frank Ashley	5
1894	M	GC 7705	John	3
			Bevington	
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
783	NA	MG 3179	Colin Alderman	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 EO4 6BZ

COLVIN GUNN

Obituary by Len Bull

It is my sad duty to record the death of Colvin Gunn, who died aged 65 on March 25th.

Colvin's entry into the world of MGs was in 1950 when he bought a P-type. It was not long before Colvin got his hands on it in the engineering sense. At a time when many enthusiasts were fitting all-enveloping propriety made two-seater sports bodies to Ford 10s, Colvin set to with rolls of glass mat, a few gallons of resin, and made his own all-enveloping body for the MG. It was the way it was to be for Colvin; if he wanted something, he made it. The MG saw him through his time in the Royal Air Force, and was his everyday transport for many years.

By 1970, glassfibre bodies were no longer in vogue, so those ever restless hands got busy, and he made his first replica Q-type. This is the car that Colvin's friends will remember him for; it set the standard for all who aspired to undertake similar P/Q

projects, but in performance terms it has never been surpassed. Colvin's considerable knowledge and common sense attitude to tuning kept the car in front of the opposition. His driving skill was admired by all who watched him race, and to see him come through the Esses at Prescott was simply magic.

Colvin made his living in the barns at his home, Cut Elms Farm. His workshop was like a time capsule of the pre or early post war era; he manufactured many of those difficult to get bits for MGs and Austins. If you had busted something, Colvin could mend it; if you presented him with a problem, it could always be solved over a beer or a cup of tea.

The hands of Colvin Gunn have touched many of our cars, his words of advice and the passing on of knowledge has helped those who otherwise would have struggled with the intricacies of accurate valve timing and superchargers. It is sad that some years ago Colvin contracted Parkinsons; the disease gradually overtook him, robbing him of the ability to work on his MGs and finally it took him from us.

YOUR LETTERS

From Mike Allison

Congratulations on your first Bulletin.

You don't say so, but I presume the envelopes with John Joynes will reach you in due course, and that you will use these up before I need send more. (*Yes indeed, the old Infoletter SAEs are now with me and will be used for the future Bulletins-Ed.*) His routine was to write "last envelope" when he reached that stage (*Yes this will continue, and we shall also ask people to update us on the cars they own -Ed.*)

Since you have the ex-Evans C-type, you might like to know the story Kenneth told me first hand.

Denis had raced a Type 43 Bugatti, and Kenneth decided that he would like to try some racing too. They had a look at a couple of racing cars early in 1933, and decided that a supercharged Midget would be a good way of having a go at a reasonable price. They followed up a couple of leads, and found that RX 8306 was for sale at Spronsons, which was Norman Black's outfit in Great Portland Street, at that time the centre for second hand cars in London.

They had a good look at the car, and liked it, and when they asked for a demonstration, this was duly arranged. A tall dark man came forth and took first Denis, and then Kenneth, out for a run, basically round Regent's Park and up Highgate Hill and back. Kenneth said that Denis had said nothing when he returned, but that the run was alarming to say the least. The performance aspects and cornering abilities of the car were well demonstrated. On returning, Denis said to him "What do you think?". Kenneth replied " I think we had better buy it before it gets wrecked!" And so the deal was done. The demonstration driver was Hugh Hamilton!

By the way, the first owner was Chris Staniland, and it was painted cream and brown. It was of course one of the original fourteen cars that ran in the 1931 Double-12 race. I think that Klementaski probably financed the deal for purchase. I have never found any reference to him driving an MG, but perhaps you have found something else. *(Yes, there is works record of overhaul to the car in 1935, with the MG Car Co chasing for outstanding payment! Also Klementaski refers to it in his autobiography, with a photograph showing it with a Manx tail. He told me that it was red and that he raced it at Donnington as well as at Brooklands-Ed.)*

Hope this is of interest, Best wishes, Mike.

Many thanks Mike for an interesting little snippet of Triple-M history.

From Ian Coxen

Does anyone have working the original Trico vacuum windscreen wiper made by Trico Products of Buffalo U.S.A., before the English company was formed.

These wipers fitted on the outside of the M-type screen and are clearly seen in John Tipler's Pictorial History Book.

Does anyone know what type of on/off switch was used and wiper blade details.

Please send me any details (to Fresh Fields, Higher Chelean, Frogpool, Truro, Cornwall, TR4 8RP)

Very many thanks, Ian

From Brian Kelly

Can you help me trace part of the history of my PA0512 Registration DG 8927? I purchased the car in San Francisco in 1986.

I know from the 61-86 Register that the car was owned by V. Weeks; this name is in the current Register as the owner of PA 0728. D Weeks is also named as the owner of 2M 0658.

I would certainly appreciate help in contacting these people, or other owners of this PA, to further trace the car's history.

I can be contacted by e-mail on Kellmg@aol.com, and my address is 1803 East 1200 Road, Lawrence, Kansas 66049, USA.

Thanks, Brian

From Bill Cullen

I enclose my SAEs for the Bulletin and will try and send you a couple of items to include in the Bulletin over the next couple of months (*good on you Bill-Ed*).

We are looking forward to the Luxembourg Rally , and have booked the 12pm Seacat and the Chateau at Cambrai to enable us to join your group.

Can I ask if anyone has fitted 1 $\frac{1}{8}$ " carburettors to a PA, and can one use the M6 needles?

Thanks and regards Bill

From Larry McCartt

Can anyone tell me where a clacking/ knocking noise in the engine bay would be coming from, and what is causing it? The noise disappears when the clutch pedal is depressed.

Some things I'm thinking about are the clutch fingers out of adjustment (*that is the first thing to check-Ed*). Is there too much crank end play or are the dynamo gears out of adjustment?

If any one has any ideas can they contact me at 16 West Elm Street, Monroe Ohio 45050-1317, USA, or by e-mail on Blakatgal@aol.com.

TIPS AND HINTS

On the later Triple-M cars, there is a lip seal behind the rear wheel bearing, set into the back of the hub carrier. This lip oil seal can be tightened up by taking out the O-spring that lives under the lip seal. This ring can be undone by first finding where the end of the spring is tapered and threaded into the other end of the spring to make the O-ring. Hold the end, and turn the tapered end to unscrew it from the straight end. You will then have a straight length of spring. Cut of a few coils off the non-tapered end, and then screw back the tapered end into the cut end to form the O-ring again, but of a reduced diameter, which will then tighten up the seal. This should reduce the oil leaks from this area. It also helps to keep the oil level in the diff on the bottom mark of the dip stick.

Some time ago, I was given a pair of medical forceps by a friend in the business. I duly thanked him and wondered what use they could be. I now find all sorts of uses for them, especially as you can lock them off onto whatever you want to hold; with the longer variety the arms are very springy allowing you to hold even $\frac{1}{4}$ " nuts.

Nuts can be inserted down narrow gaps and held while the screw is inserted from the accessible side. Because the item can be locked off, you can manoeuvre the item around to line up with the fitting, without having to worry about dropping it. If you try to use pliers for the job you have to hold the item, as well as trying to line it up.

They can also get into small holes or tubes to pull things through, like wiring cable, as well as holding items for soldering. So if you see some at an Autojumble going cheaply, get one and see how useful it can be.

Mike Allison was talking to me recently about NE camshafts on N-types, as I had found that on the presently unblown ND, it needed to be revved round to 4500rpm before things would start to happen, which is obviously not suitable for a road car. The NEs of course had a very high compression ratio of 10:1 to utilise the greater overlap.

Mike told me that the works experimented with the NE camshaft on a K3, but found that there was no improvement up to a boost of 15psi; after that the NE cam came good, and they were able to get 180bhp out of a K3!! For record breaking, further different camshafts were developed.

So next winter I must take the NE camshaft off, and put on a standard unit and see the difference; I shall report on the outcome.

For those of you with M-types, don't despair at the lack of power, as a great deal can be done by using a 12/12 camshaft and larger J-type valves with a bigger, 1"dia. carburetter. It also helps to use the extra rear rocker shaft support with the longer J-type shafts, as provided by Mike Dowley.

After doing all this to our Jarvis M-type, it was transformed. It still had the low down torque as before, but the modifications have allowed it to rev much higher, giving a wider rev range.

Whereas before, the car was slowed by any minor hill, it now romps up them effortlessly. I have been up Detling Hill in Kent in top gear. This hill takes you up the South face of the North Downs, and is pretty steep and long. The car now keeps up with J2s and P-types without any trouble.

To complement the engine modifications, we have fitted a 4-speed gearbox, and despite what Mike Allison has said in a past Yearbook, it is a tremendous improvement, as it allows you to drop down to 3rd for hills and roundabouts, and still keep the revs up; whereas on a 3-speed box you have to stay in top because 2nd is much too low. I needed to do some modifications to the handbrake mounting, as well as shortening the propshaft by 1".

Barry Walker has some new items that are worth mentioning:-

- 1) 4-star diff assemblies to convert you 2-star diff to 4-star. These have the planet wheels, star wheels spider and casings complete to bolt onto your diff carrier. Price £485
- 2) J2 windscreen frames; chrome on brass as original. £350; does not include side supports.
- 3) J/F/L engine-turned dashboards standard or de luxe. Price £95 approx.
- 4) Handbrake ratchet and pawls sets, hardened finish, £65 pair
- 5) Supercharger drive kits as original, with splined shaft set into carriers, with balls running in tracks in the end housings, allowing full rotational movement as well as freedom of longitudinal thrust. £220 set

For Sale & Wants

Stuart Evans has for sale a 1929 M-type in condition order, restored some years ago, but in good running order. Ring him on 01872 580336.

Bryan Ditchman has the following still for sale (*since I got the telephone numbers mixed up last time-Ed*).

Very good J-type exhaust manifold	£100
Complete J-type carbs and manifold	£250
J-type front apron as new	£100
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Rebuilt PA gearbox with remote/thrust/clutch pedal	£750
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Back Page, top:- Urs Langen's lovely restored NE, seen at the 1998 Swiss International meeting in Interlaken.

Back Page bottom:- Another shot of Gerhard Maier's R-type, at Silverstone last year, with your editor's last restoration alongside, an Arnolt TD.



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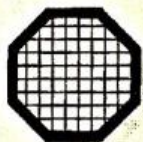
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