

TRIPLE-M REGISTER BULLETIN



OCTOBER 2001





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EDITORIAL – Phil Bayne-Powell

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I hope you all enjoyed the 40-page bonanza August Bulletin. Much of it I wrote myself, but now it is up to you guys to make this Bulletin the regular mouth piece of the Register. I especially need more contributions for the Tips and Hints section.

This Bulletin will not have as many pages as the last, which was a special effort due to the two major Triple-M events. I trust it managed to get across the flavour of these events for those who were unfortunately not able to be present.

After my son's wedding, three N-types headed off for Spain, taking the ferry to Bilbao, which is a nice 36-hour mini-cruise. Only a few hours after leaving the ferry, it rained very hard and a Spanish tanker skidded on a bend; its trailer came across our side of the road, hitting the ND and breaking Ann Phillis' arm very badly, together with severe lacerations, putting her in hospital for a week; our Allingham was right behind and was also hit by the trailer, fortunately just missing Rosemary. The two cars suffered from dented doors and mangled rear wings. It could have been a lot worse, and luckily the cars were still roadworthy, enabling the rest of us to continue with a sort of holiday.

Front cover:- Bryan Ditchman and Roger Thomas in 'D'Artagnan' at the Kimber Trial ford.

Inside front cover, top:- Robin Gordon's C-type at Glencoe in 1957 (See letters page)

Bottom:- Ian Williamson's Cream Cracker at the Nailsworth jump, in the Kimber Trial.

We visited Ann and Martyn every day to begin with. The hospital at Santander did a great job on her arm, and she is now at home making good progress.

We now have to get two cars repaired, and are going to use the opportunity to tidy up the Allingham, which was last repainted more than 30 years ago, and has been showing its age. It will reappear again in exactly the same colours as it is at the moment, so it will still look much the same, only tidier.

My C-type has not been touched after nearly getting its restoration finished for the birthday celebrations. It now has to go to the back of the queue, while I ensure the other cars are looked after.

Bob Clare's Cresta-bodied NA is now having its bodywork done up and painted. It was unpainted at the Birthday celebrations. There was an interesting reunion a few weeks ago, when Bob and I went to see our new web site installer, Louise Bishop, whose father, Roger, was the person I sold this car to about 30 years ago. I bought the car from Mike Entwistle (the Twin-cam MGA man) for £78 10s, together with the Allingham that Keith Portmore restored and currently uses. Rosemary and I restored the Cresta, painting it by hand to keep costs down; she also made the upholstery, ruining her sewing machine in the process!

I hope you have all got your copy of the Yearbook, on which Graham Arrondelle has done his usual excellent job. He is now putting down the editorial quill, and our new Yearbook editor is Nick Wright, whose address is:-

10 Park Close,
Didcot,
Oxfordshire,
OX11 0AA.

Tel. No. 01235 819967

He will be looking for your input for the next Yearbook in the coming months, so please support him with articles of rebuilds, technical bits and other suitable subjects. See his contribution later.

I have been taken to task for writing our Register as the MMM Register; it should be the **Triple-M** Register, to avoid being confused with the MMM group of Metros, Maestros and Montegos.

Our Triple-M dinner was incorrectly given last time. This takes place on the 27th October, at the Blue Flag, Cadmore End, High Wycombe, Bucks. Contact John Harris (Tel No. 01235 764288) for details of the Tulip style rally that will be taking place beforehand in the afternoon of the 27th. For tickets and details of the dinner itself contact Peter Green (Tel No. 01753 643468). The following morning there will be an informal concours for those who survive the evening before!

Apart from the trailing, there is little activity now - except in the garage - so perhaps I can get you to think of our Triple-M rally to Normandy next year, which takes place next June on Saturday 1st-Tuesday 4th. We shall go out on the Newhaven-Dieppe Sea Cat, and take the scenic route to a lunchtime stop, possibly visiting a car museum at Pont L'Eveque, where there is a Bugatti baby Royale. We will then have two days of activities, ably arranged by John Bevington, our host, with hopefully a visit to the local Calvados works.

There is a plan to extend the trip to take in the chateaux and vineyards of the Loire for a further few days.

We hope that some of our West Country friends will come across via Cherbourg or St. Malo to join us at Hambye, to help make this a big success. We are also hoping to get some French, Belgium and maybe Luxembourg Triple-M members along, to help make it a real continental event; and if Reed and Linda Yates from Texas can join us, then it will be truly international

As you will have probably spotted, we now have a new Safety Fast Editor, in the shape of John James, who was the man who has made such a great improvement to the Octagon Car Club's Bulletin over the last few years. This has become a yardstick for other bulletins, including this one! However, he needs your help with suitable material for publication, which is likely to be of a

different nature to material for the bulletin, as it needs to be of interest to a wider readership. His address is 85 Bath Road, Keynsham, Bristol, BS31` 1SR. Tel No. 0117 986 6287 or e-mail on jj@octagon.fsbusiness.co.uk

I think that is enough from me now, but if you don't get me material for publication, I will have to bore you in the future with more B-P activities and reports of our cars.

MG Silverstone Sprint

From Gerald Burrige (Half Crackers PB)

On Sunday 24th June, when most of you were enjoying a great gathering at Silverstone – watching the racing, viewing the Triple-M birthday display or just socialising – a few of us were off in the south eastern corner of the circuit sprinting. At least, we should have been sprinting, but spent a great part of the day just waiting! Practice was delayed by at least an hour waiting for a Fire Tender, then later on there was a delay for something else again; after lunch there was another considerable delay – for a Fire Tender, which never did show up. All we had to help while away the time was a hot dog stand and fortunately some loos.

The course ran from a feeder road adjacent to Chapel Curve, down Hanger Straight, with a chicane in the middle, around Stowe, through Vale and finished just after Club. It was hot, dry, and sunny, as those who were at the event will remember, causing a copious amount of sweating inside the mandatory overalls during the periods of inactivity.

Initially the entry list showed only two Triple-M cars – my trials PB and Kenneth Robinson's J2, which was rumoured to have

gone sick earlier in the week, so leaving only me to compete against a bunch of T-type. Come the day and surprise, surprise, we had a Triple-M class! Kenneth had burned a lot of midnight oil producing various new main bearings and such like, to appear at the start, and we were joined by a late entry in the form of David Sharp with a very VSCC-like N-type racer, adorned with a big row of carburettors. On the day when they are all synchronised you can bet it goes like stink, but on the 24th June power starvation of some sort caused David some frustration.

Practice runs showed that the new shiny coat of paint on the Half Crackers PB helped it to slip through the air quicker than not only its Triple-M fellows, but also the gaggle of T-types. Very satisfying!

It was noticed that many of the runners in modern cars were not taking the gravel traps seriously. Their 10" wide slicks could lead to Schumacher-like contact with the barriers at Stowe, and ¼" ground clearance was obviously going to resist all efforts to get back on the tarmac. Trial 5.50x 18 Michelins and 9" daylight under the car seemed much more suitable!

When things got moving properly in the afternoon, we actually managed 4 timed runs, so compensating for some of the earlier frustrations. In the event, Russell Morgan in his dad's TF managed to get one run nearly one second quicker than his other three, and well over a second quicker than his class mates, to be fastest square-rigger. The PB was not far behind, winning the Triple-M class – and would have been 2nd in the T-type class and 3rd in the Standard Midgets.

Well with trials still off the agenda due to F&M restrictions, we've got to find something to do. Now if they could only separate the 4s and 6s at Wiscombe, I could have some fun there too!

40th Anniversary Celebrations 2001.

From George Eagles

It is now almost 4 months since we all enjoyed the weather and Triple M cars at our various events. We have received messages and letters of thanks from many entrants, and the organising committee is pleased at the response to the events and the sight of so many wonderful cars. In the opinion of most, this was the largest ever gathering of Triple-M cars. For many, the highlight was the superb historic display, and we are very grateful to the owners for allowing us to see their cars. I heard numerous conversations taking place as to which car was the most desirable. Of course the choice as to which car would be nice to have was very varied, but my personal favourite is Peter Green's very original K3016.

Some members who spoke to me expressed the view that the best part for them was the three days leading up to Silverstone. Their reason for saying this, was that only Triple-M members were involved and everybody was getting to know everybody, new friendships were being made, and old acquaintances renewed. This was also an opportunity to exchange technical information etc. Inevitably this atmosphere was somewhat diluted once we all arrived at Silverstone.

Overall we received 138 entrants, which broke down to Gaydon 74, Prescott 79, Abingdon-Abingdon 96, Dinner 187 people, Silverstone entry tickets 176 and 101 cars for the parade laps. What made the list so special, was the large number of entrants from Europe, as well as farther afield. I was pleased to meet you all.

We still have a supply of the Historic display booklet, and also copies of the Len Goff limited edition painting. These are held by our librarian Malcolm Green, (28 Allen Road, Great Bookham, Nr.Leatherhead, Surrey, KT23 4SL). I would urge those of you

who not have a copy of either of the above to order them from Malcolm.

What do we do next? We will be sending a survey to all entrants asking their opinion of the events held and posing the question as to what future events they would support.

Our Triple-M Bulletin Editor, Philip, would welcome correspondence from members on future events, technical information and other subjects. Please support him to make the Triple-M Bulletin the means of communication and exchange of views on all matters relating to our ohc MGs.

MGCC (Midland Centre) Curborough Sprint On 5th August

There were a total of 72 entries for the sprint, which this year was being run over the long course of 1557 yards. Unfortunately there were only two Triple-M entries those being Peter Green and Andrew Taylor, who were both driving Peter's N type. Due to the lack of entries in most classes, the Triple-M class was amalgamated with the T type's and MGA's.

This class was won by an MGA with a best time of 77.77 secs, the best T type time was 84.21 secs, and Andrew was the faster of the two Triple-M drivers, with a time of 88.16 secs. It was Peter's first visit to the event, as it has clashed with the Coy's Silverstone meeting in previous years, and he reports that it was an ideal event for Triple-M members, especially those that live north of Watford.

MGCC (South West Centre) Colerne Sprint on 26th August

This sprint usually takes place on the Monday of the early May Bank Holiday, but this year it was postponed, due to the foot and mouth restrictions, and was re-scheduled for the Bank Holiday at the end of August.

There was an entry of 130 cars, which was just under the maximum of 140. Unfortunately there were only four Triple-M entries this year, which was well down on the 10/15 cars that usually enter. They were Mike Hawke in his J2, Elizabeth Taylor in an unblown Cream Cracker, and Peter Green and Andrew Taylor driving Peter's N type.

The Triple-M cars do not get a class of their own here, they are included in the Road Saloon and Road Sports Cars up to 1400cc. This year it included T types, modern Midgets, Metro's, a Suzuki Swift, a Citroen AX GT, and a Daihatsu Charade GT, but being one of the Triple-M Speed Championship rounds, there is a handicap element for all of the Triple-M cars.

As expected, the Triple-M cars were the slowest in the class, but it was the 'local boy' who was the surprise amongst the Triple-Mers, Mike Hawke in his J2 was only 0.6 secs slower than Andrew Taylor in the N type.

The best time for each driver was:-

Andrew Taylor	114.27 secs
Mike Hawke	114.90 secs
Peter Green	119.88 secs
Elizabeth Taylor	129.87 secs

It must be hoped that next year there will again be at least 12/15 Triple-M cars, as Colerne is not a too demanding circuit of 2900 yards, and it suits Triple-M cars.

Wiscombe Hill Climb - 15th September

From Mike Linward

Entries for this year's Wiscombe hillclimb were well down on the last few years. A clash of dates with the Goodwood Revival meeting, and the French 'race' meeting at Angouleme were the accepted reasons for the lower Triple-M entry, but could not explain the overall drop in numbers. Certainly, the issues surrounding the present Foot & Mouth crisis, and a reaction to last year's fuel crisis cancellation debacle, could not have helped.

The Triple-M entry was further reduced on the day when Ken Robinson and Ewan Harris declared themselves non-starters. Ken's blown J2 was blowing too much smoke through its breathers for the owner's liking and Ewan's newly re-bored F type had failed the day before with a seized piston.

The unblown Triple-M class consisted of Colin Lambert's 12/12 Rep M type, and the J2's of Mike Hawke, Keith Hall and Mike Linward. The blown class consisted of Richard Jenkins' K1, also driven by Ian MacKay, David Downes' NA, Gerald Burrige's PB and John Bishop's KN. There were no Triple-M cars in the racing car class.

Following overnight rain, Saturday morning started damp but bright. The hill was quite slippery early on, but most of the surface had dried out by the end of the day. Because of the low numbers, all competitors were allowed an additional practice run in the morning, and an additional timed run in the afternoon, but this third run would not count in the results. Both J2s of Mike Hawke and Mike Linward were running badly with carburettor problems.

After practice, the times for each of the two classes were fairly even, but in the timed runs in the afternoon, John Bishop's KN

came out a clear Class 2B winner with 55.52 secs, and this time also gave him the Don Bishop Trophy as the fastest Triple-M. John's first run of 70.89 was still quite creditable, considering it included a 180° spin at Sawbench. The slippery conditions also nearly upset Richard Jenkins' digestion through the Gate during his second run, but he luckily avoided hitting anything substantial or going off the track. Richard wisely took his third run to settle himself down. Ian MacKay committed the cardinal sin of double entered drivers by going faster than the owner, but was still beaten by Gerald Burrige's trials PB and David Downes NA.

The unblown Class 2A was closely contested with Mike Hawke finally coming out winner in 64.44, but the car didn't run convincingly. Colin Lambert's M type on the other hand, performed very creditably with consistent times, and he comfortably took the handicap award. Keith Hall's time of 67.67 was not his best, that was in 1992 with a 66.99 but Mike Linward's struggle to 102.28 was a record but in the wrong direction.



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Your Yearbook Needs You!

From Nick Wright

Graham Arrondelle, having produced six great issues of the Triple-M Register Yearbook, has decided that it is time to retire his blue pencil. I feel honoured that he has asked me to take over the editorship, and I am looking forward to putting together future editions of this special publication.

My wife and I own a PA, and I grew up in the shadow of the Abingdon factory and work in publishing, but I shan't bore you with stuff about me. What I want is articles, photographs and new talent for the 2001 issue, and other future yearbooks!

Have you got any pictures, or any great tales to tell about this year's fortieth anniversary celebrations? Have you discovered that your car has a fascinating history that others might find interesting? Are you an overseas member who would like to tell us something about the MMM scene in your country? Might you have unseen photographs of the pre-war MG factory, or of cars in motor sport? Do you have a particularly interesting restoration story to tell? Do you have any photographs of our sort of cars in every day use when they were new? How about epic journeys undertaken in MMM cars? Might you like to do some research on the dealer who supplied your car when new, or the garage closest to your home? Could you write an article about one of MG's suppliers, or work on MMM cars that was done away from Abingdon - maybe you know someone who worked at one of these factories? These are just some of the subjects that I would like to see covered in the upcoming and other future issues of the Yearbook.

Do not be daunted. You do not have to be a professional writer, or a MMM committee member to contribute something really worthwhile. You might not think that the history of your car is of much interest when compared with the history of a famous K3, or

you might not think that the scraps of research you have done into MG are of much significance against the work of the likes of Wilson McComb, but you would be wrong. We must keep the yearbook, and the Triple-M MG, alive by delving ever deeper into the technical details, development and social history of our cars, and into the lifeblood of the hobby as it exists today.

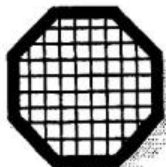
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The First Twelve Months Are The Worst

Or A Year in the Life of The Triple M Registrar

By Bob Clare

Introduction

It was a phone call, more or less out of the blue, in February 2000 which got me where I am today – surrounded by boxes and boxes and endless boxes of record cards, ancient and modern.

Charlie Hayter, then Registrar, to whom I pay tribute for his sterling efforts during his period of office, had detected that I am a bit of a sleuth by nature. He knew that my trivial efforts (in comparison anyway) at tracing early owners of my two Triple M cars ("Molly" PA 1048, BPG 994 & "Ernest" Cresta/Bertelli NA 0934, MG 4750) had met with some luck.

"You're a bit of an historian where MGs are concerned," he observed beguilingly, "Ever thought about being Registrar?" I said it had never entered my head but asked him to tell me more. Oh me, oh my, lamb to the slaughter wasn't in it. Next thing I knew, a Volvo full of records, files and boxes arrived. My wife called me a balmy old bat. The dog was ousted from its favourite resting place beneath the table in my office and life was never to be the same.

Now you might think that I'm leading up to the observation that I wish I'd never heard of the Triple M Register or Charlie. Far from it! I've had and I continue to have, a whale of a time.

The Early Days

I took stock of what Charlie Hayter had bequeathed me and found that the records of the surviving Triple M cars were typed, written (or in some cases scrawled) on some 8,000 cards. Just under half of these were "current records" or more accurately,

where engrossed upon the latest model card, latest being as from 1986. The rest were more ancient and represented the efforts, for which we should be for ever grateful, of the earlier Registrars.

It is an index of the success of the Register, that the volume of correspondence with which Charlie had found himself dealing, had steadily increased to a point where it overflowed his available time. Both responding to correspondence and entering details onto the Register card index was becoming a task on nightmare proportions. I can confirm that I found exactly the same problem. Something had to be done.

Two major initiatives were taken with the approval of the Triple M Register Committee. First, as much correspondence as possible would be switched to e-mail. Secondly, the records would be transferred to a computer database.

Fortunately, I was reasonably computer literate, at least to the point where I could design a database on Microsoft "Access" and get the layout approved by the committee. I already had an e-mail address which I had used for business purposes.

The first step was to run the new system in parallel with the old card system for three months to make sure that no disastrous loss of records would occur if I did something stupid with the database. So I started to enter all new Register entrants onto both systems.

Yahoo!! It worked like a dream. I forecast that it would take 2 years to transfer all the old information onto the database. The Committee approved the system. The cards were abandoned.

The Hard Work Period

So from May 2000 it was a daily grind. Starting with the M Types, all the records from the then current cards were steadily transferred as time allowed between dealing with current Register matters.

I was sustained and encouraged by the Committee of course, but even more so by the increasing circle of contacts around the world. To name everyone who gave a morale-boosting input would be a very lengthy task. However, I can't let pass the opportunity to thank a few key folk.

Of the "home-grown" enthusiasts, Mike Hawke, Jay Hall, Peter Green, Barrie Dean and Colin Smith spring to mind. The overseas links also worked wonders in providing information and Lew Palmer (USA), Bjorn-Eric Lindh (Sweden), Thomas Heikens (Holland) and Takahiro Nishio (Japan), were particularly helpful.

Mind you, all was not plain sailing. It soon became clear that lifting the edge of the well worn carpet which was the record system, revealed many a hidden problem. Some had clearly been swept there deliberately, probably to avoid embarrassment. Some had arisen simply through transcription errors from previous record systems. I was to find (and I'm still finding!!) how easy it is to transpose numbers or letters, or just simply lose concentration and write rubbish (OK OK I hear you!).

Anyway, not to beat about the bush, enquiries are not always welcomed and I quickly learnt to be careful both when making them and when commenting in print. Owners have treasured cars which they do not care to learn may not be what they think (and sometimes what they paid a lot for). Nonetheless, I believe the Registrar's job is to do the level best to record a car's history accurately. I try, in doing the research, not to ruffle 9feathers if

possible. I hope anyone currently feeling like an Cassowary pulled through a hedge backwards, will, eventually, forgive me.

So Where Are We Now?

I've just completed transferring all the latest card records onto the database. Harrah! Hurrah! Hurrah!

In the course of this, some 124 "new" survivors have appeared from the outback and 60 previously recorded cars have been deleted from the Register numbering system. These deletions are frequently due to double entries of the same car under different Triple M Numbers through transcription errors. Some have gone because they clearly no longer exist.

On the other hand, there are a few difficult cases where there are two, apparently perfectly genuine entries referring to the same chassis number.

This leaves the Register numbering system at 3193 which, having subtracted the 60 void numbers, gives us a staggering 3133 "live" survivors from a group of cars which were never designed to be anything but good cheap fun. Absolutely fabulous!

Next Moves

So what about the 4,000 old record cards? Well, I've started slowly to work through these elderly records, rather than just putting them in the attic, because it occurred to me that some of the questions remaining from the later card records might be answered by looking at the earlier ones and so it has proved.

The more important task is to increase the input from you, the owners. Philip has included a little form with his Bulletin circular

asking you to tell us what Triple M cars you have. That's good, but what about the great unheard from masses whose records date from before 1986? Please, please let me know when you buy or sell a car, at least what its chassis number is and where you got it from or sold it to. Please also ask any other owners you know to contact me. Thanks in anticipation.

The third vital job is to maintain current overseas contacts and generate new ones. Something near a third of registered cars are outside the UK and whilst I have mentioned some current key contacts, we are missing current day to day contacts with South Africa, Germany, Australia, New Zealand and France, to name but a random selection of significant MG owning countries. I would love to hear from anyone out there prepared to act as liaison link.

“So What's in It for Me, the Triple M Owner?”

I get a steady stream of enquiries about Triple M cars. The Register database now provides a very fast (if not quite instantaneous) access to the records we have on any of the 3133 entries. Within the restrictions imposed by the Data Protection Act, I can usually answer these enquiries.

For those buying a Triple M car, it may be useful to know that the vehicle is recorded on the Register. For those selling a car, having a Triple M Register number for it may assist in providing the potential buyer with the opportunity to confirm some of the cars known history.

I retired at the end of February 2001. I am lucky enough to be keeper of two Triple M cars and they provide me with a great deal of driving fun, engineering challenge and the opportunity to squander the family fortune. For the rest of my time, I couldn't have asked for a more interesting task to occupy my retirement than being Registrar of the Triple M Register. Thanks Charlie.

Dieppe Raiders News

Now that we are towards the end of the year, there are less trips on offer. The main Triple-M event is "Le Kimber" trial on 20&21st October, hosted by our man John Bevington in Normandy, France.

The triallers come out in force, and the eating and drinking is just as serious with John's wife, Lavinia being a Cordon Bleu cook. For further details contact Alan Grassam on 01935 863673 or John Bevington on 0033 23 35 08925.

I've had some feedback on the Etaples event, which was enjoyed by those who went, although the gala dinner was not quite as good as last time. I'm hoping Andrew Morland will give us a report.

Pete and Susie Arnell went to the Luxembourg European rally, and due to the ferry being late arrived at the hotel to find it closed but did manage to get into the reception, where they spent the night! The rest of the rally went well!

Alan Hogg and I have just returned from the SE Centres trip to Holland which I organised; our two N-types surprised the moderns with their speed. It seems that people who do not know Triple-M cars expect them to go at 40-45mph, whereas even the four cylinder cars can keep up a good 50-55mph average speed.

We went to some lovely old harbours at Veere, Middelburg, Zirieksee, Hellevoetsluis and Willemstadt; with light traffic in Zeeland it was most relaxing. We also went to the Dutch National Motor Museum at Raamsdonkveer, but we got there just as it was closing. On Monday we went to see the 19 windmills at Kinderdijk, which is an International Heritage site: these windmills are over 160 years old, fully restored and in working order. In July and

August they operate them at the weekends, which would be quite a spectacle.

The N-types went well, without any problems, although the ND's steering was getting a bit slack and so we tightened up the track rod ends which made it a bit better.

When we got back to Dover, the battery master switch plastic key sheared its lug; we ended up by jamming it into contact with a bottle of whisky bought on the boat! I had a spare key at home, but I think it would be a good idea to replace the plastic lug with a metal one, Another job for the winter. I see I will need to prepare a job list for these items.

Next year we are having a Triple-M rally to Normandy, to John and Lavinia Bevington, who have looked after us very well in previous years. This will be 4 days starting on the 1st June 2002; there is also a proposal, for those who wish, to extend the trip (having already paid for the crossing) to the Loire for a few more days.

If you have not been on one of these trips, it is a combination of relaxing drives, and good food and wine. Normandy has very little traffic, and some good open roads and scenery. John has taken us to some nice venues, like the calvados factory, a balloon museum and a period market for example. A mild treasure hunt-type competition is usually included, with a gala dinner on the last night with prizes.

We may well be inviting the Vintage MG guys to join us; we had two 14/40s last time.

Barry Foster is trying to get up a Triple-M grid at Angouleme next year, which is a fantastic event, charging round the ramparts of this walled town.

FUTURE EVENTS

Oct	14 th	SE Centre Autumn Trial	01474 708421
	14 th	MGCC Abingdon to Abingdon Run	01235 555552
	14 th	VSCC Welsh Trial	01608 644777
	21 st	SE Centre Naviscat(Brighton area)	01483 811428
	20&21 st	Le Kimber Trial at La Rairie	01935 863673
	27 th	Triple-M Annual Dinner, Blue Flag	01753 643468
	27 th	VSCC Derbyshire Trial	01608 644777
	28 th	MGCC Tamar Trial	01752 558085
Nov	10 th	VSCC Lakeland Trial	01608 644777
	10&11 th	Classic Car Show – NEC	01217 673536
Dec	1 st	VSCC Driving Tests - at Wescott	01608 644777
	30	MGCC Cream Cracker Trial	01237 474736

John James welcomes all Triple-M members to the natter at the Bell Inn at Lacock in Wiltshire, held on the second Tuesday in the month. Other Triple-M members there are usually, Mike Hawke, Graham Ash, David Stansbie, and Mike Bradbury.

**C.O.T.Y. 2001
to 30th September**

<u>Register. No.</u>	<u>Car</u>	<u>Registration Number</u>	<u>Driver/s</u>	<u>Points</u>
2769	12/12 Rep	GG 3340	Colin Lambert	65
3	J2	DG 5404	Mike Hawke	62
1460	J2	AGY 339	Keith Hall	53
105	KN/s	BFY 658	Michael Coles	45
1140	J2	JL 753	Mike Linward Ian MacKay	43
2694	J2- PA/s	Kayne Spl.	Mike Painter	38
212	NE	JB 4750	Peter Green Andrew Taylor	32
	PA/s	-	Alan Painter Mike Painter	30
1997	NA	-	John Dutton	29
2028	NB/s	MG 3694	Mike Allison Jane Metcalfe	29
1079	J2	MG 2041	Mike Hewson	26
3070	K3/s tc	MG 2525	Richard Last	25
605	L1/s	MG 2802	Bob Jones Charles Jones	25
1049	PB/s	VH 8637	Gerald Burrige	22
2695	J1/s ss	-	Anthony Howat	22
2077	K1- KN/s	-	Annie Templeton	21
1164	ss PA		Hamish McNinch	20

656	PB/s	JC 3269	James Gunn Rebecca Gunn	19
1931	C/s	VD 30	Barry Foster	19
2361	NA/s	EP 5892	Robin Butler	18
27	J2- PA/s	DVR 740	Carol Cooper	18
968	PA	BU 8079	Roger Davies	17
2349	PA Abbey	BLF 460	Edward Goble	17
1278	F2	MG 1313	Ian Goddard	17
857	L2	LHJ 875	Gaston Lenaerts	17
397	M	SC 9559	James Peacop	16
304	J2	MG 3111	Jeremy Prince	16
2510	J2	HB-J 327	Klaus Falldorf	15
2060	PA	OW 5865	David Rowland	15
2913	PA/s	MG 3855	Oliver Richardson	15
2876	J2/s	KSL 635	David Jackson John Sharples	14
2893	PB Airline	DBB 36	Hiro Nishio	14
162	ND	BKL 265	Reed Yates	14
2761	K1/s	MG 2794	Charles Jones	13
1	NA/s	JB 3852	Mike Allison	13
1000	PB/s	JB 7521	Ian Williamson	12
600	J2/s	WJ 7070	Ken Robinson	12
1531	J2	PJ 8586	Chris Smith	12
724	J2	HS 7065	Rodney Lambert	12
209	J4/s	AGP 291	John Adams	12
783	NA	MG 3179	Colin Alderman	12

2742	J2	DG 7828	Robin Hamblett	11
2935	J2	GL-07400	Wolfram Schmitz	11
1699	D	PO 5751	Ted Hack	11
1168	PB	MG 4283	Chris Lewis	11
3072	PB	WSJ 159	Neil Skerratt	11
2000	K3/s	MG 3570	Andrew Taylor	11
1829	J2	TF 9579	Patrick Gardner	10
1557	PB	BE 96147	Ulrich Gygax	10
1581	K1	E-KK 1933	Walter Kallenberg	10
3024	K1/s	MG 2219	Bengt Dahlgren	10
169	M	OW 1444	Andrew Bradshaw	10
2600	PA	BGN 577	Jerry Salaman	10
1533	PA	WV 5012	Dick Morbey	10
1146	K3/s	JB 3182	Gunther Stamm	10
1888	NA	CGJ 295	Andrew Bradshaw	10
2501	NB/s	AAM 372	George Eagle	9
148	M	OY 1548	John Haine	9
2761	K1/s	MG 2794	Paul Mullins	9
212	NE	JB 4750	Peter Green	9
2175	PB	JB 7524	Pat Goghossian	9
	J2/s		Colin Bird	8
1200	PA/s	JB 3854	Alan Grassam	8
833	PB	VH 8903	Barry Smith	8
909	J2- PA/s	FW 3909	Bill Bennett	8
2606	PA	BXW 477	Ken King	8
2015	K2	OPD 239	Len Goff	8

	PB	APW 774	David Sherman	8
1521	C/s	RX 8591	Dave Cooksey	8
1525	KN/s	DSV 201	Patrick Gardner	8
691	NA	BYU 271	Rosemary Bayne-Powell	7
1277	J2/s	MG 2772	Ian Davison	7
3043	K2/s	MG 2191	Brian Sayers	7
1048	J2	APH 367	Len Bull	7
1976	J2/s	JF 5278	Gilbert Collins	7
1208	PB	BOK 244	Keith Leaver	6
106	NA	EG 1882	Terry Andrews	6
	Airline			
1334	NA	AVG 865	John Neighbour	6
	PB/s		Jeanne Temple	5
1595	M	PG 1045	Frank Ashley	5
1985	K3/s	CS 3009	Philippe Douchet	5
100	PB	MG 4251	Michael Barber	4
	Lester			
843	M	ST 6963	Tony Margel	4
864	PA	LSV 554	Brian Rainbow	4
1894	M	GC 7705	John Bevington	3
538	NA	NV 4207	David Sharp	3
182	K3/s	JB 4184	Dean Butler	2
317	M	GP 1856	Philip Bayne-Powell	2
1428	J2	DG 6142	Nick Benger	2
664	PA	BLB 209	Paul Duncombe	2
348	M	VU 4037	James Mumford	1

SPEED CHAMPIONSHIP 2001

To 30th September

<u>Pos.</u>	<u>Car/s</u>	<u>Driver</u>	<u>Points</u>
1	J2	Mike Hawke	24
2	J2/s	Carol Cooper	23
3	K3/s, NE	Andrew Taylor	22
4=	NA	Colin Alderman	21
4=	12/12 Rep.	Colin Lambert	21
6=	NA	Peter Altenbach	19
6=	J2	Keith Hall	19
8=	PB/s	Gerald Burridge	17
8=	K1/s	Paul Mullins	17
10=	PA	Hamish McNinch	15
10=	KN/s	John Bishop	15
12	NE	Peter Green	14
13	L1/s	Charles Jones	13
14=	KN/s	Annie Templeton	11
14=	NA/s	David Downes	11
16	K1/s	Ian MacKay	9
17=	KN/s	Michael Coles	7
17=	PB	Elizabeth Taylor	7
17=	K1/s	Richard Jenkins	7
20=	KN/s	Patrick Gardner	5
20=	PA	Richard Holmes	5
20=	NA/s	Jane Metcalfe	5
20=	PB	Pat Boghossian	5
20=	K3/s tc	Richard Last	5
20=	NA	John Dutton	5
20=	K3/s	Gunther Stamm	5
20=	C/s	Dave Cooksey	5
20=	C/s	Barry Foster	5
20=	PA/s	Oliver Richardson	5
20=	J2/s	Gilbert Collins	5
20=	K3/s	Phillippe Douchet	5

20=	NA/s	Mike Allison	5
20=	J2	Len Bull	5
20=	NA	Andrew Bradshaw	5
20=	J2	Mike Linward	5

SLADE TROPHY 2001 To 30th September

<u>Pos.</u>	<u>Car/s</u>	<u>Driver</u>	<u>Points</u>
1	PB/s	Ian Williamson	8
2=	J2/s	Bill Bennett	6
2=	PB/s	Gerald Burridge	6
2=	J2/s	Colin Bird	6
2=	PA/s	Alan Grassam	6
2=	PB	Barry Smith	6

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



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YOUR LETTERS

From Robert Smith

Hello Philip,

I received the first Bulletin earlier this year so you must have some record of me in the system. To be complete I will give you full details below:

My vehicle details are:

Model:MG NA

Chassis #: N0391

Engine#: 3944 134N or 394A 134N - It's difficult to read.

Body: 4 seat open tourer. Body believed to be Australian built by ASPINALL.

Perhaps your records may be able to provide me with some original history of the vehicle, as I have been unable to trace any here. The previous owner purchased the car some 30 years ago in sad condition & did nothing with it, just parked it in an old non weatherproof shed with a couple of blankets thrown over it!!! I am in the very early stages of just trying to ascertain what is and isn't there and asking why did I do it - again.

Look forward to receiving any information you may be able to provide. My address is 80 Ku-ring-gai Avenue, Turramurra, NSW 2074 Australia; e-mail rms351@hotmail.com

Many thanks.

Robert's response to Bob Clare's e-mail:.

Thanks for your reply to my email.

Armed with your information on the engine number I went to my lock up over the weekend to check. Great news - the engine number is

694A134N. At least now I know that I have original matching chassis/engine.

Yes, I did buy the car from Ed Ison. Last week I was also fortunate enough to track down the owner prior to Ed. For your records his name is Colin Brown from Melbourne. He recalls the body being built by a Sydney coachbuilder by the name of Waddington. A company by the name of Smith & Waddington were major coachbuilders here from approximately 1923 to 1930.

I have so far been able to research that they built bodies for Rolls Royce, Hudson, Essex, and Turcat Mery. As you can see, they specialised in the upper end of the market. In 1930 they went into liquidation, but in 1931 Russell Waddington established Waddingtons Body Works on Parramatta Road, Camperdown.

Much of the information has been sourced from Restored Cars Australia Magazine, which may be a useful source for yourself & any others trying to track down Australian bodied cars. Have not, as yet, been able to ascertain if they built any MG's. They also made rail motors, railway wagons & double-decker buses.

Anyhow I won't bore you any longer, but certainly appreciate the assistance you have given me.

Will keep you informed,
Cheers

From M. Rolfe

Dear Phil,

I am currently restoring a J2, Chassis No2130, which is now registered with Bob Clare. I would be grateful for any information on any head, manifold or carb parts the Triple-M Register are informed of.

Yours sincerely

Andrew Bradshaw writes:-

Anyone looking to buy a Triple-M car might wish to consider the J2, which is to be sold by auction on 13th October by Cambridge-based auctioneers, Cheffins. The car is a 1932 model and has been in the same family ownership for almost 50 years. It has not been used for the last 14 years and has been dry stored since then. Judging by the picture I have seen the car looks very presentable and mostly original although fitted with the later type swept wings, which have apparently been on the car since at least 1955. I believe I am right in saying that the car is in running order and will be offered for sale with a spare crankshaft. The car will be sold without reserve, although Cheffins are expecting it might fetch between £6,000 - 8,000.

The sale is to take place at Chilford Hall, Linton, which is about 7 miles SE of Cambridge. If you want to know more, contact Damien Jones or Julian Shoolheifer of Cheffins Vintage & Classic Car Dept. Tel 01223 358731

Regards

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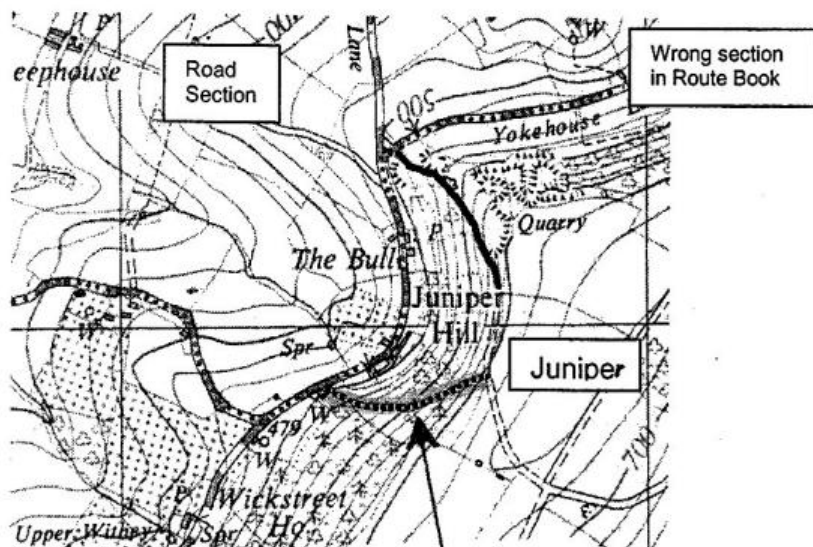
paul.bowkett@camerontaylor.co.uk

From John Reid

Dear Phil

Please note the correct location of JUNIPER in the Abingdon-Abingdon Route Book.

In the interests of historical accuracy I have to own up to marking Juniper in the wrong place in the Abingdon-Abingdon Route Book. Colin Butchers, who has done an immense amount of work researching the original trials hills, wrote to me with a map showing the correct location. I have scanned and annotated it so all you keen types can make the necessary corrections. The Map reference for the start of Juniper is Explorer 179/864079



If I may quote from Colin's letter:

"The hill has now almost disappeared under leaf-mould. The gradient is not very severe, but it runs through the trees and is very soft, so that after a bit of rain it would easily become impassable. As you come up Pincot Lane and turn left into the old Painswick Road, after a few hundred yards you pass a single cottage on the right beside which is a neatly mown area, which is the entrance to the garage or car-port. Beside this mown area is

a footpath sign. If you walk up the footpath into the wooded area you reach the start of Juniper. The footpath carries straight on, on a ledge above a steep bank on your left, whilst the hill proper kept to the right beside a stone boundary wall and came out at the top into the track which you marked on your map."

Thanks Colin for giving us the correct version.

From Christian Hoptner

Dear Mr Bayne-Powell

I write this letter as I am deeply interested in getting your new Bulletin.

I am now 23 years old, and for over 7 years interested in Triple-M MGs. For me there are nearly no better suited and more beautiful sports cars than ohc-MGs.

For over 11 years I am now interested in Vintage cars(I know this so exactly as at this time my father purchased a new car which I immensely disliked). At first I was reading German Classic Car magazines (which for my taste today are more or less rubbish), then I visited with my dad events like Eifel Klassik on the Nurburgring, Klausen hill climb in Switzerland, to name just a few. Within these "teenage years" I liked more and more Triple-M MGs, until these cars have become the most beautiful sports cars for me today. I started reading the English "The Automobile", which is my favourite magazine, and which is always quite difficult to get at home.

I started to purchase books from English out-of-print booksellers; amongst these there were books about racing at Brooklands in general, Mike Allison's books in particular, the late Wilson McComb

MG book, John Thornley's "Maintaining the Breed", and many other racing books not only connected with MGs.

In more recent time I began to read the Triple-M Yearbooks, which are my favourite literature. I purchased all yearbooks which are still available and some other items from Malcolm Green.

Initially, I wanted to join the Triple-M Register, but I was not aware that this is not without a car possible. Therefore, I joined the MG Car Club. I still do not own such a car, but I am deeply interested in a J2. The last one and a half weeks I have been once again to England on a holiday and have visited the Beaulieu library and the VSCC Loton Park Hill climb near Shrewsbury. Before my departure at home, I was told in most strongest words not to come back with a J2.

I have been so far to Beaulieu Autojumble, VSCC Wiscombe Hill climb, VSCC Prescott Hill climb, Vintage Monthlery, Klausen Hill climb in Switzerland and every year Eifel Klassik.

At the beginning of July I decide to go over to Luxembourg, to take a few pictures of the participating cars of the Triple-M Raid.

From this event I have the most enjoyable memory as I was allowed of being passenger to Mike Linward in his J2 on Saturday. I would wish to point out that I would never have dared to ask for such a ride but as Mike Hawke, who I contacted at first, suggested that it might be possible to find a seat for me, I became wet fingers to say the least. I will never forget this ride. I came home with a grin in my face which lasted for several days. Initially I only wanted to take a few pictures of the cars, therefore I started at home at 4 o'clock in the morning to go over to Luxembourg.

It has been so nice to meet nearly the whole Triple-M Register of which I have already read so much in the yearbooks.

I am writing these lines that I am really interested in Triple-M MGs, and that I have already become affected by the Triple-M

virus. Therefore I ask you to send me your new Bulletin regularly, and enclose the money to cover.

I hope that I have not wasted your time with my lines and look forward to hear from you. *(We hope you find a J2 very soon Christian and joining the Triple-M way of life – Ed.)*

Thank you very much.

Yours sincerely

From Bert Smith

Dear Phil

Please forgive the familiarity! I am on a short break in Scotland with time to attend to Triple-M matters.

I should like any information on M-types; the priority needs are exploded views of the engine *(I don't know of anyone who has done this – Ed.)* and rocker layout in the head, also plans of the body frame.

My car has matching numbers, chassis, engine and brass plate on the remains of the scuttle. It is apparently the 115th M-type made.

Thank you for the time and trouble you must have to expend.

Yours sincerely

PS The last time I built up an M-type engine was 1941, memory slightly rusty *(perhaps you could let us have some idea of your early days with Triple-M cars – Ed.)*

From Robin Gordon

I enclose a couple of photographs, which may be of interest for the bulletin. The black and white one was taken in 1957 (*see inside front cover – Ed.*), and shows my C-type (with self probably putting heather in the grille!), and the J2, which I had just sold to the man standing by it, taken on a short Scottish holiday, at the top of Glencoe.

The J2, now owned and beautifully restored by Robin Hamblett, featured in your photo of the back page of the August Bulletin (DG 7828). This of course was also at Silverstone, and I was able to meet Robin Hamblett, and see my old J2 after many years and several owners!

Finally congratulations on the new Bulletin. It is very refreshing and I hope with contributions from people like me, you can keep up the fantastic standard you have set.

TIPS AND HINTS

Semi-fluid Grease in the steering box

Several years ago, Land Rover changed from using oil in the front wheel swivel pin housings to using semi-fluid grease, thereby preventing leaks if the seals became a bit worn. Semi-fluid greases contain only a small amount of thickener and can be poured under normal conditions. They usually contain an extreme pressure additive to protect against wear under high or shock loading conditions and provide good shear stability and corrosion resistance.

They have the characteristics and lubricating properties of gear oils, and are often used as substitutes for the lubrication of enclosed gears where conventional oils cannot be retained because of worn seals or bushes. Mobilux EP 004 is an example, and our local tractor dealer sells an Esso equivalent.

I have successfully used semi-fluid grease in the P-type's steering box, and thus cured the steady seep of oil down the sector arm on to the drop arm.

John Reid

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

Handbrake ratchet and pawl set for all models except M/C/D types at £58.75; also available are the spigot bolts in HT steel for the pawl attachment, at £10 the pair.

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

Vertical drive sleeves for all models, at £25.

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

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

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

I have always hated changing tyres on our cars, but have developed a few ways to make life easier.

You should always start removing the tyre from the valve side, as this allows the tyre rim to drop down into the well of the well-based wheel, which is why it is there. Also when fitting the tyre you need to start putting the tyre on the rim opposite the valve.

I always put the tyre on from the inside of the wheel so that any damage to the paint of the wheel will be hidden. It helps if you use soapy water on the outside of the tyre rim to allow it to slide on easier and also to help the tyre to centre itself when it is fully inflated. First I put on the outer edge of the tyre, after which I put the inner tube in, pulling the valve through. I then pump up the tube slightly so that it is just inflated, this stops the tube from being trapped by the tyre levers and possibly causing a puncture. The inner edge of the tyre is then fed on, working towards the valve again.

The tyre can now be inflated, checking about halfway through that the tyre is concentric with the wheel by checking that the circumferential lines of the tyre are parallel to the wheel, before inflating to the full pressure.

I have tried various ways of preventing the tyre levers from damaging the paintwork of the wheel, but not very successfully; I currently rap the lever with an old towel. What have other members found to protect the paint?

Peter Robinson tells us that " I noticed that at the last oil change on my P-type that the oil bypass valve on the filter element was unscrewing; loss of this cap would release the

spring and ball bearing into the element , with the great danger of blocking the oilways into the block. I've never seen this loosening before in 40 years of P-type ownership; but as they say at Rolls-Royce 'there is no such thing as a one-off failure'"

Christopher Hurrion has had some N-type wheels made up by **Phil Hallewell (Tel No. 01895 674852)** and has used 3" wide rims with 60 spokes instead of the normal 48 spokes. The spokes used were the butted versions which are thicker at the ends; they are more expensive, but it means that they do not touch in the middle where the lacings cross over, which is probably the cause of broken spokes. The cost of these was £250 each which is a bit more than the cost of the standard wheels. However Christopher reckons that the cornering is much improved, and there is also a quieter and softer ride. I saw them at Beltring and the 60-spoke arrangement doesn't look very different from the standard wheel.

Alan Hogg has recently had some headlamp reflectors re-coated by **Reflector Restorations (8 Say Road, Horsham, West Sussex, RH12 2LG Tel No. 01403 262868)**; they do not use the original re-silvering technique, but a modern process that does not tarnish, and has better reflecting properties. The cost was about £25 a reflector.

For Sale

Mick Howson (228 Alcester Road, MOSELEY, Birmingham, B13 8EY Tel 0121 449 0248) has an M-type/Morris Minor chassis for sale, without documents £200, also an M-type three-speed gearbox £30.

Keith Hall (4 Daines Close, Southend on sea, Essex, SS1 3PG, Tel No. 01702 582364) has for sale a Lucas SLR 57C Fog/spot lamp with yellow glass, £25. New N-type badge bar supports in gun metal, machined £90 a pair. Set of brake anti-squeak weights £30. Pair of 4¹/₂" Duplex Andre Hartford shock absorbers, post 1934 type £120.

If anyone is looking for a NA body or rebuilding one give Keith a ring.

Graham White (Tel. No. 01892 654591) has an N-type front axle for sale that he would preferably like to exchange for a P-type one.

Roger Thomas (Firs Cottage, Pirbright Road, Normandy, Guildford, Surrey, GU3 2HU Tel No. 01252316028) has for sale:-

L1 hood frame and front bow, new £150. J-type inlet manifold, £50. P-type inlet manifold, £50. Original J-type starting handle, £25. Perolift pump, £40. New and unused ali Cylinder block for a K-type, with iron liners, £1000. J-type oil ump gear for crank end, £15. J-type radiator/engine mount, £4; but would prefer to swap for N-type version (or wanted to purchase).

Wanted

John Harris (45 Witan Way, Wantage, Oxon, OX12 9HB Tel 01245 764288) is looking for a good worm for the Marles Weller steering box on his PA, or else a complete box that isn't totally knackered.

Keith Hall (4 Daines Close, Southend on sea, Essex, SS1 3PG, Tel No.01702 582364) needs the cover for the cables on the N-type firewall, also six KLG LK1 spark plugs.

Graham White (Tel No.01892 654591) needs a P-type front axle.

David Parry (Oakford Lea, Oakford Villas, North molton Devon, EX36 3HN. Tel No. 01598 740147) wants any metal parts for jis Le Mans replica rebuild on 2M/1174. Also bonnet, valences apron and mudguards required, together with windscreen and seat frames. The chassis and body tub are now complete and the wheels rebuilt and shod. E-mail on david@oakford.freeserve.co.uk.

Philip Bayne-Powell and Keith Portsmore (01483 811428 and 01892 870222) need a starter motor for their N-type saloon, together with a dipstick plug for the top of the diff carrier.

Roger Thomas (Firs Cottage, Pirbright Road, Guildford, Surrey, GU3 2HU Tel No. 01252 316028) wants a passenger side windscreen bracket and stanchion. Also needed is an N-type engine/radiator mount.



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Inside Back Page, top:- Klaus Falldorf's lovely J2.

Inside Back Page, bottom:- "I didn't know M-types used lamp posts like we do!!"

Back Page, top:- A pleased Ann Templeton at Silverstone in her rapid K-type.

Back Page bottom:- The paddock at Firlie Hill climb, in the 1960s, with Geoff Coles' red J4, next to a blown P-type.





Triple-M 40th Anniversary Events June 2001.

Opinion Survey.

Please help us by replying.

1. What was your overall opinion of the Programme of events?

2. Which was your favourite event and why?

3. In support of our events we produced the limited edition painting/booklet on historic display/route book/rally plaques/mugs and lapel pins. What is your opinion of these/which did you like best and least?

	<u>K3 painting</u>	<u>Display booklet</u>	<u>Route book</u>	<u>Rally plaques</u>	<u>Mugs</u>	<u>Lapel pins</u>
<u>Good</u>	_____	_____	_____	_____	_____	_____
<u>Average</u>	_____	_____	_____	_____	_____	_____
<u>Not Good</u>	_____	_____	_____	_____	_____	_____

4. What type of future events would you most favour? Would you support another visit to Prescott - say on a weekend if this can be arranged? This could be tied in with another road run and dinner.

- i) Trip to Prescott, with runs up the hill.
- ii) Weekend tour to Wales/West Country, with gala dinner on the Saturday.
- iii) Road run around the Chilterns, similar to Abingdon/Abingdon with tulip diagrams.
- iv) Visit to Shuttleworth on a flying day.
- v) Road run into a MGCC event,(e.g. Blenheim, Chatham Dockyard,etc).
- vi) Foreign trips/rallies (e.g. Dieppe Retro, Angouleme, Normandy Rally).

5. Any other comments

Name: _____ Car _____ Reg No _____

Thank you for supporting our events and for sharing your opinions with us.

Please return this survey to:- G.R.Eagle, Secretary, Triple-M Register, Foxcote Chase, Leckhampstead Road, Akeley, Bucks., MK18 5HG.

Alternatively e-mail to:- george@eagle1798.freeserve.co.uk