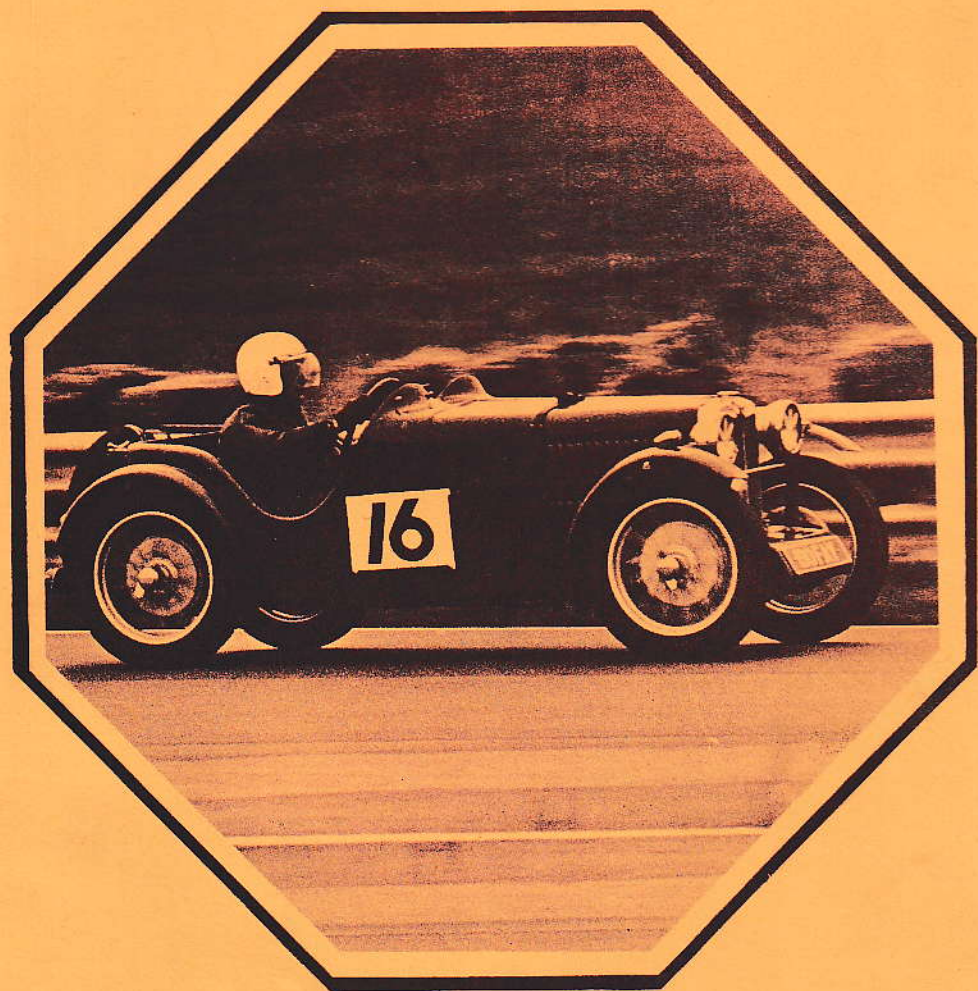
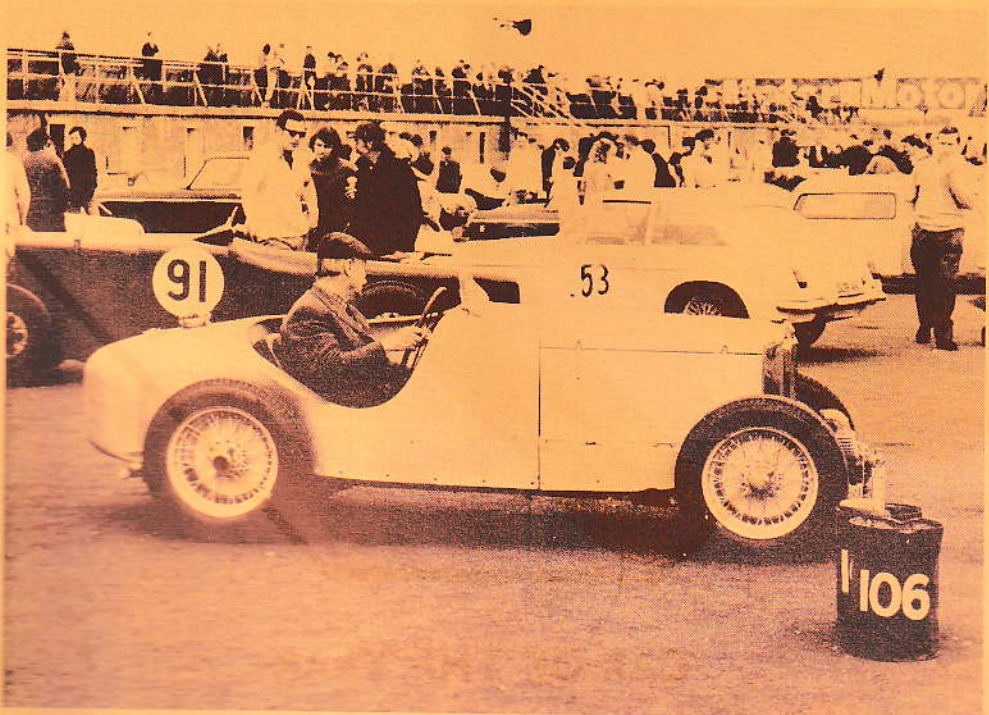
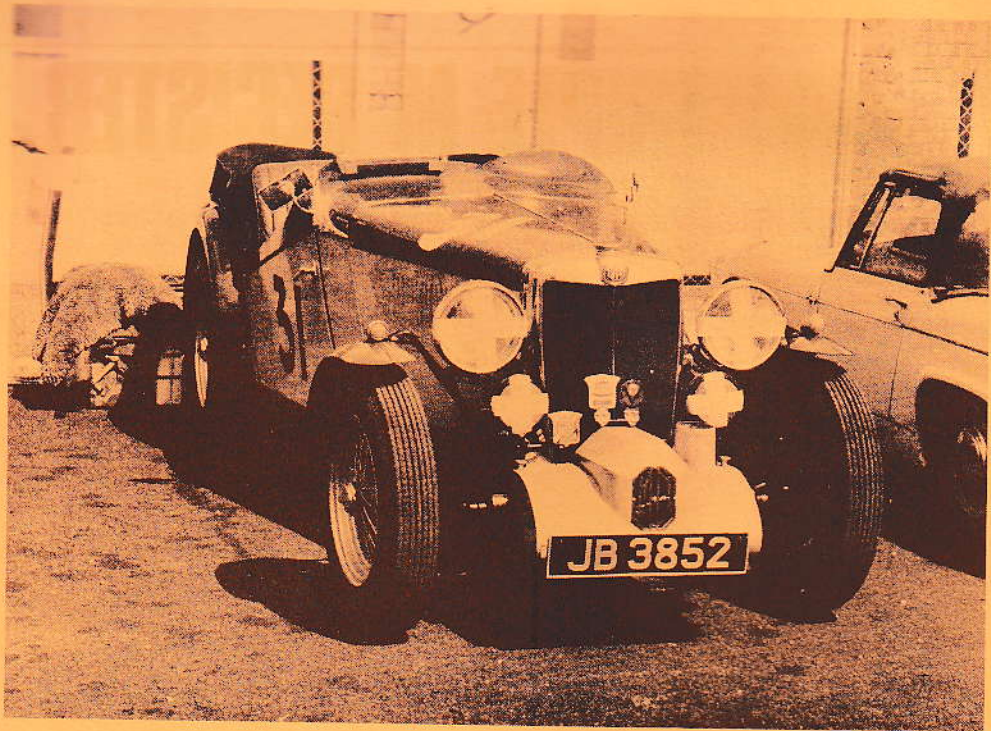




TRIPLE M REGISTER INFOLETTER



CAR OF THE YEAR



MMMusings from John Reid.

With all the new members joining this year, the Register is now passed the 1800 mark, with that particular number going to Bob Williams' 1935 Cream Cracker, TJ5000. Other news is that Nigel Musselwhite has come to his senses and sold his Wolesley Hornet (though it was a rather special Brooklands car), and is now working on proper motor cars; he has bought a C type Replica which he hopes to have at the 1979 May Silverstone meeting, and if it goes as well as his EX120 Replica it should be worth waiting for. Nigel is also on the lookout for either a J or M block/head/or engine for his EX127 project. Bob Hudson also dropped me a line to say that he has started to rebuild his C-type, aiming for completion in 1979.

Our sort of MGs have been featuring well in the VSCC recently. John Wilkinson in his s/c J2 won the Brooklands Driving Tests outright, and appeared photographically in the Spring Bulletin together with some approving Editorial noises to the effect that MGs are perhaps not that bad after all. The inside cover of the same Bulletin has a splendid picture of the NE's in the 1934 Ulster TT, while the back page shows the three versions of the winning car (Pat Green's NE, alias Aramis of the original Three Musketeers Team) as an illustration to an interesting article by Wilson McComb about "Identity Problems".

PHOTOS OPPOSITE

Top: Mike Allison's Monte Carlo N-type with its correct body shortly after being restored.

Bottom: The then unpainted C/Q with Mike Edmundson on board at its first meeting after restoration.

Another article on MG's appeared in a recent Brooklands Society Gazette - "122 mph from 750cc" by Robin Jackson, and well worth reading.

To end with, a small administrative plea: the correct size of envelope for s.a.e.'s is 9½" x 6½" (and they are available!) and the next size up (10" x 7") is an acceptable alternative, but 15" x 7" (a recent offering) is a little overpowering and gives my filing cabinet indigestion!

Editorial

by P. Bayne-Powell.

I must first of all apologise for the serious delay to the last Infoletter, which should have emerged in February and only came out last month; this was mainly due to Editor being in hospital. However this issue is aimed to come out one month after the last one has reached you so that we can get back to roughly where we were.

Now to other matters of distress. I mean the Silverstone Concours judging scheme which seems to have 'thrown out the baby with the bath water'. The idea of concours, certainly in the MMM Register, has been to encourage people to restore their cars to original - which in its widest sense is not difficult. If the originality section is to disappear we shall end up with mechanically perfect, beautifully finished BASTARDS - J2's with FORD or XPAG engines!!!

This car club, and especially this Register, has achieved a very good reputation for nicely original turned out cars, (and was most instrumental in getting VSCC acceptance). If after all these years of trying to achieve a high standard, we allow non original cars to compete on level terms in concours events, members are not going to take that extra trouble to find those parts that make the car look original. Imagine what a P-type with incorrect headlights will look like! We could see more hydraulic braked cars again, that have successfully been eliminated.

No, I agree that some of the finer points of originality have become bones of contention, but this is no reason to scrap the whole section on originality. This Silverstone concours has been done to specifically provoke a reaction from concours competitors, so write to Safety Fast and tell them they have made the set up worse and perhaps they should try to iron out the parts in originality which cause people to get heated.

On another note, I find it increasingly difficult - as well as expensive - to get things repaired or carried out on the dates agreed. I had some spraying booked in for January and the car has only just gone in (April), also I sent some instruments to be overhauled, nothing very difficult, back in January so that there was plenty of time for them to be back for the season and they still are not ready; a dynamo that was promised to take a month has nearly doubled this length of time. Surely these specialists must know how long things take as they have been doing it for some time.

I wonder if we are not getting like the Americans where nearly everything has to be booked in well in advance as the waiting list for these specialist's jobs is getting so long.

YOUR LETTERS

Dear Phil,

Have just read the latest MMM Infoletter, which I think goes from strength to strength.

I'm rather surprised at the amount of feeling that seems to be generated related to concours judging. Surely it's a case of "If you don't like the heat, stay out of the kitchen". In other words, if you enter your car in a concours, you're asking judges to judge it! Therefore why shouldn't different judges have different ideas about what sort of car they prefer? Getting all hurt because you're car doesn't win is exactly the sort of attitude that's getting concours such a 'sick' reputation nowadays. Lets face it, it's rather hard to find anyone who knows everything about every model, so why not let the people who enter their cars judge their own class - in other words a general consensus as to who's car looks best? Other clubs do it this way, Morris for example. Everyone gets involved, and its much more democratic!!

Keep up the good work.

Best Wishes

Nick Sands.

TIPS & HINTS

It may be of help to our Midland members to know that Mike Allison has acquired a garage in , where he is prepared to carry out any mechanical work on MMM cars, as well as normal work on modern British Leyland cars, especially MGBs. He hopes to be bringing his NA out regularly to MG events, which will be good to see.

Regarding the saga of the leaking cylinder head on our stiles F-type, it would appear that these heads were badly cast and originally had to have sleeves inserted to overcome thin material around some holes. Not only is there a sleeve at the rear of the head on the near side, but also in the middle on the off side.

I have not yet seen an F-type with the engine side plates fitted (to disguise it from the similarity with the Woleseley Hornet). I wonder if these plates were only fitted on the earlier models. At any event they appear to make it awkward to fit the oil drain pipes as there has to be double gaskets - one on each side of the side plates at the drain hole position.

Also on F-types, it seems that they get rather hot and loose cooling water as a result; the later models had an outside water manifold on the offside connected to a second inlet on the underside of the header tank. This could well be made up for the earlier cars by drilling and tapping for the connections at the core plug positions, as was done originally.

Another thing I find disconcerting is the Maltese Cross oil gauge which really only tells you if the pressure is rising or falling as it doesn't have any readings in lbs/in².

If you happen to own a 14/40 and are missing the original Solex MHD 30 carburettor, I have just acquired an unused one from H. Conway, 33, Sussex Square, London, W1 for £27.

I'm very glad to hear that these tips are of so much help to our overseas members, but would like everyone to try and send me something occasionally.

As well as Mike Allison setting up on his own, Colin Butchers is starting in motor homes, such as the Dormobile and other such vehicles; if you are looking for something in that line contact Colin.

Nigel Musselwhite having recanted and sold his Woleseley Hornet and bought a C-type replica to complete, has been rewarded by being made Chief Fire Officer of Somerset. Many congratulations Nigel, and we hope to see you out on the track soon.

SPARES FOR SALE AND WANTS

Malcolm Newman (Tel 01-670-4791) has given in to family pressure to own a 4-seater MG, and so offers for sale his 1931 M-type. This car has its original fabric body, is in excellent mechanical order (with current MOT) and has hood and side screens £2,450.

Ed Taylor (37, Danielle Crescent, Heathmont, Victoria 3135, New South Wales, Australia) needs for his J3 a good J3/J4 crank and an Arnott blower oil feed tank, complete with calibrated dip tube etc.

John Bibby (19, Locks View, Wordsley, Stourbridge, Worcs.) wants M-type cam, rocker cover, clutch, starter, dynamo, exhaust manifold, oil filter top, oil filler, water outlet elbow and carb jet lever. Available for part exchange, P-type cam cover and pair of rear dampers.

Steve Dear (River Farm, Clewer, Nr. Wedmore, Somerset. Tel Cheddar 743177) has the following parts available:- P con rod, 4 J con rods, J & P flywheels, P inlet & exhaust manifolds, P rocker covers and sump. 1" carbs and bits. J brake drum, 6 P-type. 2 M-type wheels with hub caps, 2VA wheels,

L-type steering col & box, 80% P-type ditto, 2 tatty P/J swept rear wings, 2 P-type front wings, various J/P oil pipes, J-type clutch bits, pair D-type doors, near side J2 door, J/P/L/F/D front cross tube, P-type clutch parts, 2 rough P-type cams, P-type valve gear and cam bearing housings, P-type windscreen supports, 2 below average P heads VA head gasket set, P-type 4-seater petrol tank, F-type water outlet and fan belt fixing, 75% of a P-type gearbox, ditto J-type, 2 18" wheels swop for 19". Would prefer to exchange for F-type spares, F1 bonnet catches, F-type Rotax headlamps, F1 dash lamp, DDS dynamo parts, good 19" wheel, and a good P-type crank (better than - 60 thou.)

George Baxter (The Bee Garden, St. George's Lane, Hurstpierpoint, Sussex) wants the following J1 parts; 2 door handles and locks, 4 brass door hinges, nearside rear mudguard, camshaft bevel gear, hood/windscreen securing nut, petrol filler cap, gear stick with knob, front apron holding down nuts, valence tape, brake cables, lubrication piping and ends, bonnet corner rubbers and axle bump stops, complete exhaust system, decoke set, new half shaft, engine bulkhead sealing rubber, 2 rear road springs (or bottom leaves only), Hartford shocker rebuild kits, 4 new tyres, 2 wiper blades, horn, wiring loom and battery.

Andy Ritchie (Hazelbrook, Peaslake Lane, Peaslake, Surrey. Tel Dorking 730832) needs 4 19" outside laced wheels.

William Bell (35, Broadfern Road, Knowle, Solihull, W. Midlands) requires a PA horn button.

John Hirons (98, Hailey Road, Witney, Oxon. Tel Witney 2356) urgently requires an NA dynamo. Will exchange for a P-type dynamo in good condition, or would accept a dynamo deep bevel gear in exchange for shallow one.

George May (The Forge, Spithurst, Barcombe, Sussex) requires for his PA, a radiator/engine support bracket, water manifold, radiator stay with fork end to firewall, PA 4-seater bits in good condition, or as pattern, P-type Bishop Cam steering box, shaft, follower and mountings. In exchange he has a PA apron, bonnet, firewall with throttle linkage, also TA front wings, rear wing, headlamp rims & lenses, and Bishop Cam steering box shaft follower and mountings.

Robert Ashurst (108, Sheffield Road, Conisbrough, Nr. Doncaster, S Yorks) needs the following PA parts, inlet and exhaust manifold, exhaust system, carburettors, new camshaft and bearings, dipstick, brush gear and dynamo field windings, complete dashboard and instruments except rev counter/speedo and ammeter, Altette horn, sidelights, headlamp glasses and bulb fittings, dipswitch, trafficators, rear lights, wiring loom, fuse box and regulator, coil, distributor cap, running boards, shock absorber spares, seat squabs and backrest, hood, sidescreens and tonneau, wing piping, side mirror, petrol filler cap, door handles.

Andrew Booth ("Kestrels", Berwick St. John, Shaftesbury, Dorset, Tel Donhead 671) has for sale P & J Marles Weller steering box, J front camshaft bracket, J/M cyl. head oil drain/vert. drive housing, M cyl. head, P rear wings (fairly rough), P road springs, P dynamo drive fork, N brake cross shaft, N radiator support brackets, M prop-shaft spider and drive coupling J con-rods. He requires 12 volt dynamo and any K type spares.

Barry Foster (Jasmine Cottage, 25, South Street, South Petherton, Somerset) has for sale or swop M cylinder head complete ready to bolt on! 2 G/boxes, 3 speed one with hand brake assembly, 2 M oil filters complete, 1 M clutch, also various M/D/J/F oddments please ask.

He requires F/J prop-shaft, Pr. parallel ar wheel nuts F/D, windscreen frame (or bottom rail only) F/D, P-type gearbox cross tube & mounting brackets to assis, F/D accelerator cross shaft, F/D engine/rad mounting, F/J oil filter tube, F steering column, P oil filter assembly.

Don Howard (9, Linden Gardens, Weston Road, Bath. Tel Bath 26797) Don is rebuilding a J2 and is finding it difficult to find the following parts, headlamps, side lights, windscreen and supports and motor, cycle wing stay, ammeter, oil gauge, seats, door handles, lock and striker plates, bonnet catches, side valances, 19" tyres and tubes, spare wheel carrier, headlamp brackets and badge bar, spare wheel bracket, hood and side curtains.

R. Knight (Lochend Cottage, Butterstone Loch, Butterstone, Perthshire. Tel Butterstone (STD. 035 04) 238) requires P-type engine and anyone in Scotland who is prepared to sell P-type spares.

David Allen (18, Peel Close, Drayton Bassett, Tamworth, Staffs.) 5 500/525 x 16" tyres, 2 are 500 miles old the rest are reasonable £20, 2 8" chrome headlamps side mounted £20.

Patrick Henry (The Clinton Arms, Radford Road, Nottingham, Tel Notts 789593) has the following for exchange only, J2 sump, front & rear housing oil pipes, bevel gears, distributor, clutch bearing carrier, oil pump, M manifold, cylinder head, dynamo, oil pump, carburetter, oil pipes, oil filter, clutch bearing carrier, front & rear housings and other parts. He requires J2 carbs, water manifold, exhaust manifold, 12v dynamo, oil filter neck, dipstick, rear oil drain pipe, engine mounting plate in housing, clutch cover, F clutch bearing carrier for E.N.V. gearbox.

Robin Charles (113, Red Barn Road, Brightlingsea, Colchester, Essex.) urgently requires one 19" side laced wheel, for his P-type.

Larry Gage (Simcoe Lodge, 93, Frinton Road, Holland on Sea, Essex) requires a complete block, starter motor, dynamo, and any spares for head etc., for his J2.

K. Appleton (88, Bicester Road, Kidlington, Oxford) has 4 fin type brake drums etc. converted for hydraulic use, 1 D-type cylinder head, 1 6v vertical dynamo, to swop for the following. 1 pair headlamps, 1 ammeter, 1 horn, 1 steering column switch for switching off offside headlamp for D-type, front engine end cover, engine/radiator support bracket, and a clutch withdrawal collar and bearing.

E. Ballenger, (13, Shooters Drive, Nazeing, Essex.) will swop the following for the spares he requires. Hand brake crosstube, 2 LUVAX shock absorbers with back plates for PA, center main bearing assembly for PA. He requires centre & rear camshaft stands, throttle lever and connecting rods to carbs, fire wall, petrol tap and rod to dash, slow, fast and mixture control rods and fittings. All for PA.

Tony Jenkins (21, Turvey Lane, Long Whatton, Leics.) is looking for a pair of headlamps for 1930 M-type and has a radiator shell to exchange if required, also require Eureka 0-160 oil gauge, ignition switch, accelerator starter, dynamo, bonnet, propshaft and tunnel, door locks and hinges. For disposal he has 6v cutout, oval dash panel, dash lamp switch and a pair of new steel side valances. For a J he is looking for a driven plate (or centre), pressure plate and clutch cover (or at least the fingers). On the literature front he would like to obtain Wilson McComb "Story of the MG Sports Car" and has to

exchange "Wheelspin" May's classic 1945 edition. Wanted for P-type 4 good con rods- has various D/N bits to exchange. Wanted a D-type remote change for 3 speedo gearbox.

A. Whitham (Heathfield, 35, Kensington Road, Savile Park, Halifax, West Yorks. HX3 0BY) would like to contact the owner of MG L-type (L0476) AMT 699 when he will learn something of interest. He has for sale or exchange the following parts. P axle casing, rear shock absorber mounts, PKL camshaft stands, J2 front main bearing housing and brake pedal and mounting. He requires; N oil pump, good oil pump idler gear, pair 12" brake drums back plate and shoes and 4 brake levers, 4 centre main bearing bolts, 1 LNK steering column complete, 1 P brake pedal and mounting, gearbox cross shaft and near side chassis mounting, 1 P gearbox bell housing, 1 J gearbox, 3 J water manifold clamps, 1 J rear camshaft stand. He is also able to obtain clutch thrust races for J.M.D.s anyone interested should contact him, the larger response the lower the cost. For list of other MMM parts for sale.

R.J. Geldard (1, Brand Hill Approach, Crofton, Nr. Wakefield, West Yorks. WF4 1PE) is looking for a P-type engine.

Helmut Klockner (Suhrenkamp 29, 2000 Hamburg 63) urgently requires a 12v dynamo, 4 or 8 brakeshoes 8", 2 rear hubs, 2 intermediate rockershaft brackets, 1 original J2 headlamp (may be dented) as pattern. He has for sale J2 sump.

D.M. Kempton (11, Gazeley Gardens, Farcet, Peterborough, Cambs. Tel Peterborough 241365) requires a pair of rear hubs for his J2 also a cylinder head and has to exchange M-type front axle (bare) rocker cover, head and over head cam assembly.

Don Howard (9, Linden Gardens, Weston Road, Bath, Tel Bath 26797) requires for his J2 headlamps, side lights, windscreen supports, cycle wing stays, ammeter, oil gauge, wiper motor and drive parts, seats, door handles, locks, striker plates, bonnet catches, side valances, tyres, 400x 19" or 450 x 19" and tubes, spare wheel carrier and top bracket, headlamp bracket and cross tube, hood and sidescreens.

J.P.A. Savelli (46, Polmont Park, Polmont, Stirlingshire, Scotland) requires for his PA 1 S.U. 1" semi DD carb, 1 half shaft and rear hub (did not state which side), and starter motor.

TRIPLE-M MOTOR SPARES (Kimber Cottage, Glaziers Lane, Normandy, Surrey)

offer the following MMM spares:-

M/C/D/J-type white metal camshaft bearings.	£ 9.50 a set
P-type white metal camshaft bearings.	£11.60 " "
F-type white metal camshaft bearings.	£12.80 " "
P/J/F/L-type phosphor bronze road spring trunnions.	£ 1.85 a pair (£ 3.25 for 4)
Hardened steel U.J. bushes for pre-1936 propshafts with circlips.	£ 4.85 for 4
Original pattern N/P/L-type steel bucket seat shells (with the correct cut out for prop tunnel).	£22.50 a pair
Brand New M-type 0-80mph speedos, with correct rim trip return and chrome bezel.	£22.50 each

P/N/L/K-type original 506-type shock absorber indicator dials, self adhesive. 55p each

Tulip inlet valves for K/L/P/L-type £ 1.80 each

L-type front aprons £14.75 each

P/L/K/N-type bronze rocker bushes. £ 1.00 each

New resin bonded cork oil seals for rear axle - all models except k-type £ 1.90 a pair

Close tolerance valve guides for P/K/L/N £ 1.50 each

New M-type petrol tanks £38.00 each

New M-type early 'split'-type hood frames £11.00 each

New M-type side screen frames £10.00 a pair

New M-type rear spring valences £14.25 " "

All the above are subject to 8% VAT, whilst MG World '75 at £4 has no VAT.

Devon & Cornwall News from Nigel Watts

Very little happens down here in the MG Car Club let alone the very few of us in the Triple M. We watched the Blue Hills stage of the London Lands-End Trial, hoping to write something about the Triple M cars climbing the hill. But we stayed until nearly dark and only saw Sterry in his TC engined J2 make a clean climb. He was one of the first cars to clean the hill, all the rest were winched up. But after about 40-50 cars had suffered this fate the hill started to dry out a little and cars were managing to clean it. I don't know what happened after dark, when we left there was a queue of about 50 cars still waiting and I didn't see any more MG's among them,

it was a pity because I was waiting to see some MG friends who were competing. The only other thing individual people doing their own rebuilds. The only mem. that we have down here who go in their garages are:- This is from Camborne up to about 20 miles into Devon, Paul Thomas (Redrath) J2, Paul Blaney (Truro) J2, John Cran (Truro) PA, PA, PB, Colin Ladd (Falmouth) J2 1172, Robert Wheeler (Callington) PA, Peter Moores (Callington) J2 1500cc and KN, Barry Smith (Plymouth) PB, Colin Bird (Plymouth) J2 x PAG The last three mentioned are very competitive in trials but as you can see they two are not really eligible as Triple M Cars.

All the Best
Nigel.

VSCC Silverstone 22nd April by P.B.P.

This seasons' opening race meeting was very well supported by MMM cars - 12 in all entered. Unfortunately the Edmundson C/Q did itself in because the fuel was incorrectly made up. This left Hampson in Dudley Gahagan's '3, Peter Cranage in the NE replica to provide the faster competition.

Only one race did not feature an MG entrant, that for Edwardian and Vintage racing cars, of which there are only a very few eligible cars - the EX 120 replica and perhaps the Murton-Neale/Samuels M-type being the few that come to mind.

The practice session was uneventful, except that Don Smith's nice blown J2 decided to shed oil from its engine/flywheel housing (the J4s had stabilising plates to prevent the engine torque from breaking the seal). Despite using Rapid Araldite, it couldn't be stopped, and Don unfortunately had to retire.

Racing proper started with the 40 minute high speed trial, which, unlike the MGCC event, include a pit stop for a plug change as being somewhat easier.

Our entries came in class B (75lcc-1100cc), and had to cover 19 laps in the time, (the MGCC make the K3 cover 14 laps in half the time). Thus Janet Ashton (PA 4-seater), Terry Dickie (12/12 M-type) and Philip Venables' (Lester L-type) all qualified.

The first five lap handicap saw a good start by Philip Venables, only to disappear later on. Tony Dolton, now back in his blown J2/PB came 14th.

The second five lapper saw 5 MGs scuttling round with Clive Sherriff's M-type special leading very early on, and looked set to win, being a pit straight ahead on the last lap - but the engine blew up round the back of the circuit. Terry Dickie's 12/12 M was going much better and was ahead of the rest in close company. Patrick Gardner was determined to keep his replica of 12/12 Replica (ex-Terry Dickie) ahead of Janet Ashton's better cornering PA, that she had a wild moment on the 3rd lap, but managed to keep it facing forward. So Patrick finished ahead, as well as beating a 3 litre Bentley and Dave Cooksey's C-type.

Dudley Gahagan's K3 did the warming up lap for the Allcomers' scratch race, but was pushed off the grid with some illness. It would be nice to see this car really sorted out, and duffing up some of the faster boys.

Peter Cranage came 9th in his scratch race, the winner getting the fastest lap in at 1m 18.7secs.

The slower scratch race saw Keeling driving Venables' L-type into a worthy third place. Lower down Terry Dickie spun at Becketts on the first lap, letting Patrick and Dave Cooksey by. However he got motoring and retook them both well before the finish. The C-type was going better and beat Patrick.

In the last race, a 5 lap handicap for the faster boys, the slower cars weren't to be caught by ERAs and a lovely Monza Lister

Jaguar which lapped at 1m 10.7secs! Peter Cranage got third place.

So a good meeting, with only 3 retirements - Mike Rushton's M-type being unable to compete because he'd left some of his necessary documents behind. Very bad luck.

BABDOWN SPORT

by John Adams

This informal "mini-autocross-and-driving-test" type meeting has always been won outright by a 'PB' engined car, except on one occasion when no MMM cars were entered. This year, with 7 'PB' engined entries, plus 1 each of 'J' and 'F', the scene seemed set fair for another overwhelming MMM victory. Alas, this was not to be, for although Steve Dear's Cream Cracker achieved FTD and 2nd FTD on his two runs on the main speed test, a change in the scoring system which put more emphasis in the "reverse-up-to-a-post-without-touching" type of test demoted him to 4th overall. His two times on the main test were 100secs and 106secs., comfortably ahead of the next best at 112secs and remarkable in comparison to the slowest (who shall remain nameless) at over 3 minutes. Squally rain added interest to the surface, and I was not the only driver to start in sunshine but need to pause in mid-circuit to fold the windscreen as sudden rain and mud descended.

The full list of MMM cars in finishing order was Steve Dear (PA Cracker), Chris Lewis (PB) Peter Cox (PB), Joe Cox (PB), Barry Foster (F1), Mike Hawke (J2), Charles Shepstone (PB), Debora Shepstone (PB), and finally John Adams (PA).

Cars new to me at Babdown were the nice 4-seater 'PB' of Chris Lewis, fresh from a recent continental tour, and the black 4-seater 'PB' of father and son Peter and Joe Cox, previously owned by Warren Davis, and apparently with a Centric blower yet to be fitted.

Also new was the "just bought" 'Fl' of our Chairman, driven on this occasion by Barry Foster. A more exciting new find, incidentally, is of a genuine 'C' type unearthed - almost literally - by Barry Foster, who was proudly showing off the log book at Babdown.

WROUGHTON SPRINT - April 23rd by Mike Hawke

What has the MMM Register achieved in 17 years? With an entry of but three one might be excused for wondering for three o.h.c. MGs was about par in the MGCC Sprints at Brands Hatch and Snetterton in the 'fifties. The venue does not deserve such neglect for it is an interesting 2.2 mile circuit, civilised in its amenities (it actually has toilets) and very pleasant when the sun shines.

Don Smith's J2 developed an oil leak at VSCC Silverstone the day before (no, not there, oil feed to rear main bearing). This left Tim Hunt's "Bangazoo" and Mike Hawke's J2 to contest the class. "Classes may be amalgamated" said the A.S.R.s but we were not because the T-types had but one entry which non-started and there were no push-rod MGAs either. After practice and two real runs in which the J2 was initially the faster but Bangazoo's improvement was the greater, honours were remarkably even.

	1st Run	2nd Run
Mike Hawke J2	286secs	283.1secs
Tim Hunt PA/PB	293secs	283.1secs

If anyone is interested in acquiring a rare 6-cylinder MMM car, my Stiles F-type has to go unfortunately. I would prefer it to go to a good home. It has been totally restored from chassis upwards, and has all the original parts that are often difficult such as the symmetrical hub caps and Rotax headlamps. It still requires a hood (new frame fitted) and a spare wheel fitting. It is a nice torquey engine doing most journeys in top. Ring Normandy 2428 for further information.

Another late point to mention is the Cheddar weekend that was such a success last year with the dinner on the Saturday followed by the concours on the Sunday. The dates are 14th and 15th October and the venue is the George Hotel, Wedmore for the dinner (MMM/Vintage only) this time with optional music and the great advantage of extended bar opening hours, due to the fact that a fair proportion of those taking part will be staying there. If you wish to stay at the George, please book direct (Wedmore 712264), but those wishing to come to the dinner who will NOT be staying at the George, should please send Steve Dear (River Farm, Clewer, Nr. Wedmore, Somerset) an SAE for details first. Also for those who want to camp there is a site close by. In fact all those wishing to attend the dinner must tell Steve so that the maximum of 70 is not exceeded (Last year it was, and two venues were used, so tell Steve in good time.) The Sunday concours and driving tests in Steve's private field are a very pleasant way of rounding off the weekend so we should see a good turnout. Last year's car park of MMM cars at the dinner was a grand sight. See you all there.

PLEASE NOTE CAREFULLY. This issue is being sent to all current MMM members with the MMM Yearbook to show you all the new look Infoletter. We would dearly like to send this out to everyone free of charge every two months, but the cost would be over £200 a year. So we have done everything else for you except for the postage. Therefore if you wish to continue to receive this excellent, informative, sometimes humorous publication please send 6 stamped addressed envelopes (9" x 7" to prevent the Infoletter being screwed up into an unrecognisable pulp) to John Reid, 6 Lawn Road, Beckenham, Kent. We will tell you when your last envelope is used up so that you can send a futher 6 s.a.e.s.

I hope many more of you will now take Info-letter as it grieves me to hear many people say that they can't be bothered - after all the effort that goes into producing a reasonable quality publication.

Competition Notes

The Silverstone weekend was very successful - even to the weather, which brought out a lot of sun tops. The pre-40 race was not a full grid but with a 20+ turn out was not disgraceful, with 4 T-types swelling the grid. Terry Holden in his first race ever did well to come third in the ex-Colin Tieche J2.

For the future we are invited to the Aston Martin Owner's Club's St. John Horsfall Silverstone meeting on 1st July, with the VSCC's Shelsley Walsh Hill Climb the following weekend. Also don't forget the Nuthurst's Natter on the day after VSCC Silverstone, 22 and 23rd July respectively.

At the August bank holiday weekend there is a 3 day Town and Country Motoring Festival at Stoneleigh, Nr. Coventry, with traction engines, side shows, competitions and models, something to please everyone.

Here is a list for the next few months.

1st July	AMOC	Silverstone Race Meeting
8th July	VSCC	Shelsley Walsh Hill Climb
9th July	MGCC	Goodwood Sprint
22nd July	VSCC	2nd Silverstone Race Meeting
23rd July	MG	Nuthurst Concours
29/30th "		NW Centre, Oulton Park weekend with Sprint on Sat., Concours & Gymkhana on Sun.
5/6th Aug.	VSCC	Prescott Hill Climb.
13th Aug.	MG	Beaulieu Concours & Gymkhana.
26/27/28th	Aug	Town and Country Motoring Festival
27th Aug	VSCC	Cadwell Park Race Meeting (a must for all of our -18- VSCC members).

- 2nd Sept. Leyland Day, Donington Park for all cars built by Leyland Group companies, a Concours, Gymkhana and Road Run (40m). Free entry send details to P. Kneebone, 5, 8 Penns Court, Penn's Lane, Sutton Coldfield, West Midlands.
- 9th Sept. Brighton Speed Trial - MMM handicap award
- 17th Sept. MG Brands Hatch Race Meeting
- 23rd Sept. MG Wiscombe Hill Climb - to be dry this year we're told!!

CAR OF THE YEAR AWARD 1978

Position as at 8.6.78.

Position	Car	Driver	Points
1	J2	Mike Hawke	61
2	PA Bongazoo	Tim Hunt	49
3	PA	John Adams	29
4	PB	Chris Lewis	26
5	J2	John Wilkinson	22
6	J2	Richard Beresford	18
7	J2	Len Bull	15
8=	M	Janet Ashton	12
8=	PA	Steve Dear	12
10	PA	Ian Davison	11

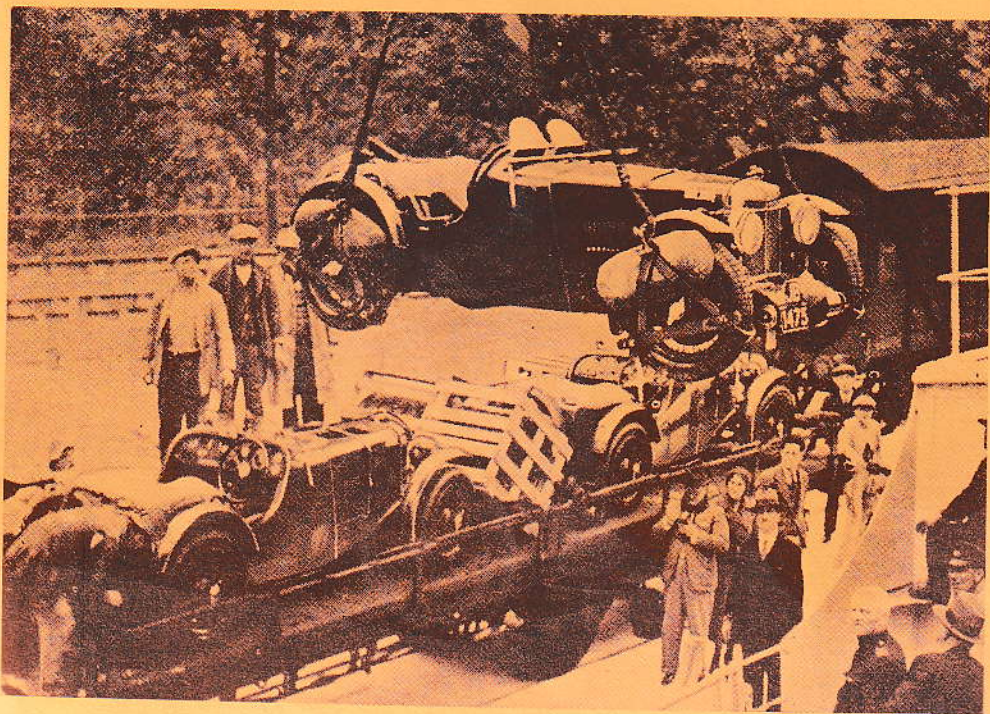
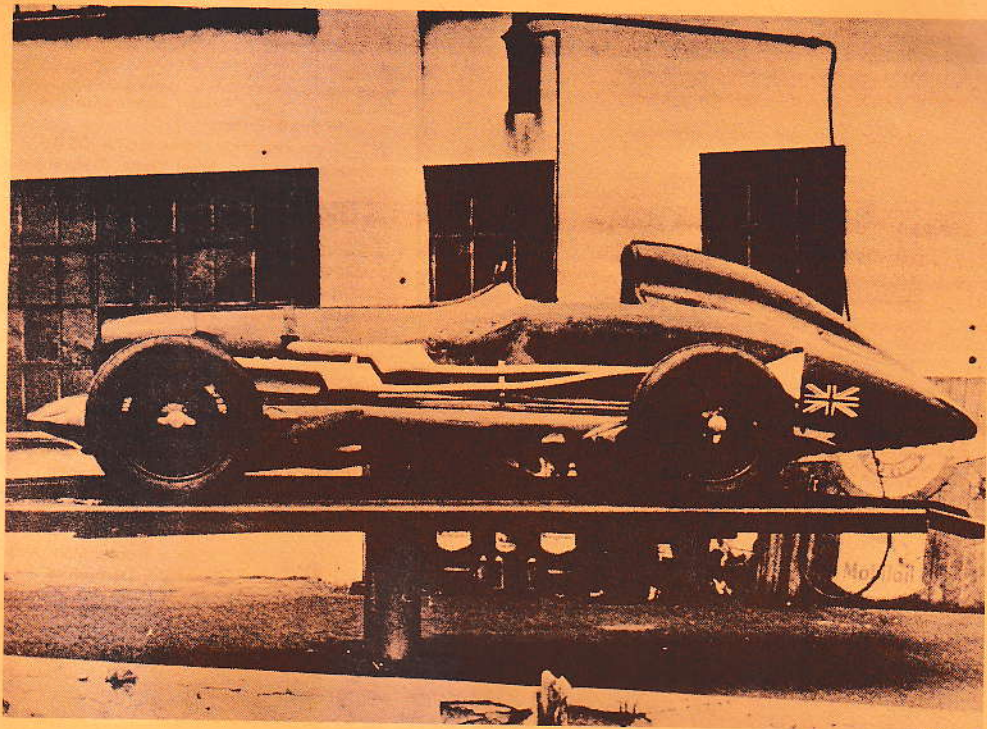
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Photos Opposite:-

Top - K3003 at Toulmins in the '50s with the Horton offset track body

Bottom - Shipped the Mille Miglia team cars onto the S.S. Florentine at Fowey.

Back Page - The MG1933 Coupe des Alpes L-type team Watkinson/ Ward-Jackson, L and D Welch, Mr. & Mrs. Wisdom.



TRIPLE-M REPRESENTATIVES

Chairman: Stephen Dear, River Farm, Clewer
Wedmore, Somerset.

Hon. Secretary: Colin Butchers, 21 Hill Farm Way,
Southwick, Brighton, Sussex, BN4 4YJ.

Hon. Treasurer: Anthony Littlejohn, Uplands Cottage,
Limpsfield, Oxted, Surrey.

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Technical Adviser:
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Road, Wembley, Middlesex.

Technical Adviser:
P.K.L.N.Q. & R.Types: Ray Witcher, 4 Station Road,
Kittbury, Newbury, Berks.

Car of the Year Scorer
and Competition Secretary: Andrew Smith, 5 Peter's
Close, Prestwood, Gt.Missenden, HP169ET.

Historian: Mike Allison, 7 Fernhill Drive,
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Assistant Spares Secretary: Nigel Watts, 7 Harefield
Estate, Camborne, Cornwall.

Librarian: Nick Sands, 58B Poplar Grove, Maidstone,
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C.K. Spares Representative: Mike Allison .

Scottish Centre: Ken Patullo Earlsdale, Chance Inn,
Cupar, Fife, KY15 5QJ.

N.W.Centre: Ray Masters, 78 Derby Road, Heaton Moor,
Stockport, Cheshire.

and: John Goodacre, 19 Albany Avenue,
Eccleston Park, Prescott, Lanc.

Midland Centre: Peter Cranage, 11A New Coventry
Road, Sheldon, Birmingham 26.

S.W. Centre: Phil Peckham, Afallon, Lime Street,
Nether Stowey, Bridgwater, Somerset.

and: Mike Hawke, 117 Upper Westwood,
Bradford on Avon, Wilts, BA15 2DN.

Devon and Cornwall

Centre: Nigel Watts

N.E. Centre: John Kidder, Denville House, Main Road,
Cutthorpe, Chesterfield, Derbyshire.

