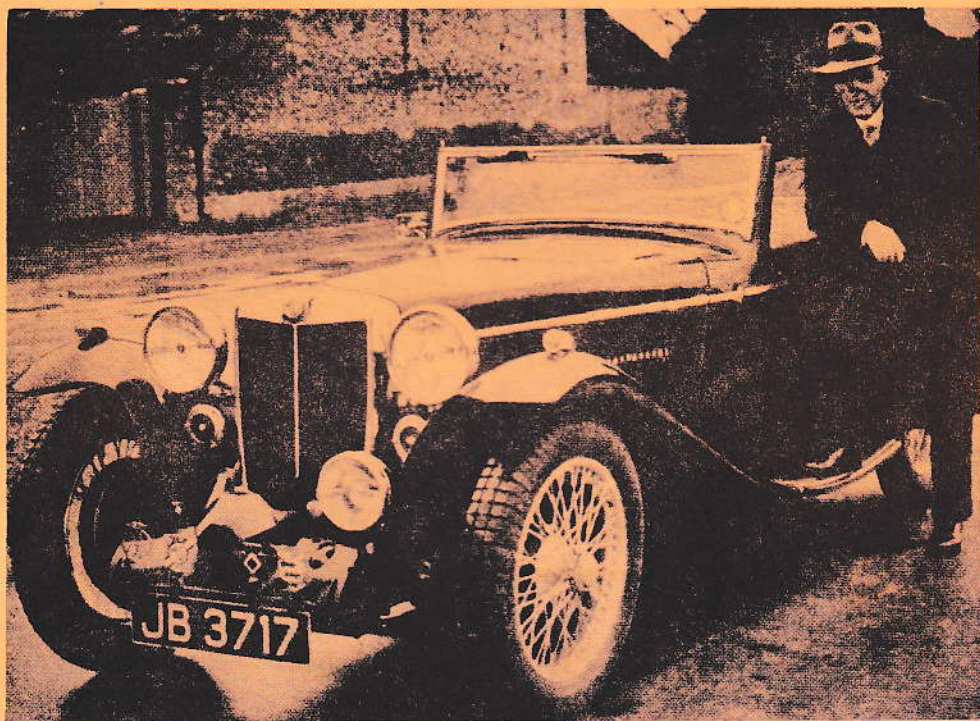
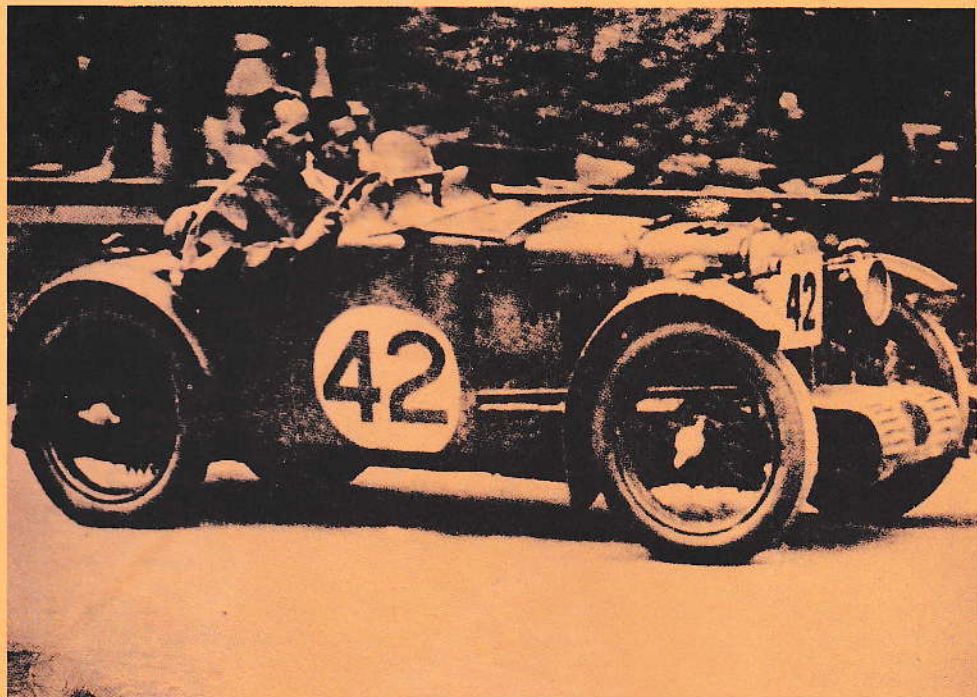




TRIPLE M REGISTER INFOLETTER



CAR OF THE YEAR



INFOLETTER NO.53.

Triplets

Andrew Smith

The response to my suggestion that the Register set up a "Breakdown Scheme" was truly underwhelming. Undeterred I will raise the suggestion again and illustrate the objects and procedure by telling you what Nick Dean offered in the only reply I have yet received on this topic. He has a well equiped workshop which could be used by members in distress, together with spares to be loaned on a replacement basis. In addition he would be willing to tow MMM cars in from up to a 50 mile radius and to assist in providing overnight accommodation for people, and temporary storage for cars if either were necessary.

This very handsome offer exceeds in several ways my original ideas of the scope of the scheme, and it really does mean that Smarden, Kent will be a point to mark on your road maps. I hope that this will encourage others to offer to participate, as obviously wide geographical coverage must be achieved for it to be worthwhile formalising the system, and though Prestwood and Kent are some way apart they do not exactly blanket the country.

PHOTOS OPPOSITE

Top: Norman Black's C-type in the Ulster T.T.?

Bottom: Cecil Kimber with his Corsica-bodied blown K-type, now owned by Peter Warne.

While I am asking for volunteers there is another job which is becoming vacant and that is the Treasuryship of the Register. Anthony Littlejohn is going overseas for some time and so a replacement for him will be necessary. I think that we should insist on Accountancy qualifications but a member in any part of the country will be able to fulfill the duties. These are not especially onerous, since Anthony has got our budgets well systemised and under control and for this the heart felt thanks of every Register member are well merited.

Another member on the move incidentally is Mike Hawke, who is off to do a three year tour of duty in the Glasgow area. I wonder did anyone else spot with me the recent "Vintage gent" advertisement in "Motor Sport" and realise its implications? I hope you will all join with me in wishing both these stalwarts the best of luck in their new locations.

Editorial

by P.B-P.

Following on from last Infoletter, and the idea of going to the Hausach rally, if anyone else is likely to go perhaps they could contact me so that we can arrange to go together - for mutual protection against the natives? I had thought it would be an idea to call in on our Dutch MMM members before proceeding.

Also after mentioning Peter Warne's new K3 replica last time, it duly appeared to watch at the VSCC Brooklands driving tests on its first outing. It looks very purposeful with some things nicely underembelished, such as the wing stays, which are painted not plated. The single hump to the driver's side scuttle looks higher than standard, but Peter says that the whole cockpit section was modelled on the body of the Eddie Hall sprint car which Peter had access to.

We now offer our sincere congratulations to Tim Hunt who helped 'Bongazoo' to win the 1978 Car of the Year award and with quite a margin from the second place car. This car is very deceptive, as it is very quiet but fast and Tim has covered a wide range of events including a trial. This car was produced by Archie Craig as a post war sprint car and was very successful, being supercharged and of lightweight. Tim, in restoring the car, had to make the awkward decision as to whether he built the car to the full Archie Craig specification, or to return to its original P-type form. I think the fact that it was better known in its sprint version decided Tim to recreate this version; he felt that the cowled radiator would detract from its MG ancestry, so he made up a lowered standard radiator, which is its present wear.

At our recent committee meeting, Nigel Musselwhite put forward his preliminary ideas for the record attempts next year, and a 750cc attempt has been decided upon, as the long distance speeds are around 50mph. We think we can easily raise this to nearer 60mph with an unblown car. A steering group of Nigel, Mike Allison and John Adams will be progressing the idea further, so any ideas to these gents please.

After many years behind this Infoletter project, seeing it develop from its original stapled xerox copied 2-3 sheets to its present form, I am looking for a keen person to take over the editing and give new impetus to this publication as well as fresh ideas and views. I shall then have more time to spend on my 5½ MGs as well as my Triple M spares Company.

At the committee meeting Roger Thomas, who is taking over from Nick Sands as librarian incidentally, was saying that a lot of people felt that there was so much expertise in the committee that they were loathe to offer tips or hints in case they were made to look idiots or inexperienced. This is a dreadful myth. The committee may have been playing with MMM cars a bit longer but this doesn't mean that they can know everything or indeed have solved the problem the same way that you have. For instance Colin Butchers often improves his Marles Weller steering box by silver soldering up his undersized hemispheres and filing to fit. It may not last as long as new hemispheres but is a half way stage, and much cheaper. Also the idea of taking out play in the steering box by tapping the lid and inserting a H.T. bolt may not be the preferred/professional answer.

The point is that there is room for both of these solutions to be of use to members, and possibly, now that it costs much more to take the ultimate approach, these short cut methods are even more valuable. Colin Butchers has repaired temperature gauges himself without too much trouble. So lets hear of your useful ideas.

Your Letters

My last editorial seems to have gone home, and here are two letters in favour of the special MMM car. I hope we shall be able to generate a good Register discussion on this thorny problem, to really find out what the members really think.

Dear Phil,

Your editorial in the last infoletter makes reference the deserved compliments paid by the VSCC to the turnout and appearance of o.h.c. M.G.'s.

Two of the best cars are your own K3 and the N-type raced by Peter Granage. There are many others, Bongazoo for example, but the two cars I mention illustrate the point that the MMM can be well served by a very nice standard car or an equally well turned out special.

Over the years the o.h.c. M.G. has been used as the basis of racing specials and to very good effect. To my mind the blue J4 of the late G. Coles or the P-type special raced by Colvin Gunn are in the very best tradition. I would bet the latter is worth very much more than a standard bodied P-type!

Many of us would aspire to the ownership of a racing MG but these are expensive and rare. Therefore if there is a collection of parts in the garage and no body why not a special.

We are fortunate in that there are suppliers who stock the necessary parts to enable the enthusiast to put together a car with all the correct racing parts e.g. quick release fillers etc. Provided the car is well turned out with a smart lightweight body, not the sort of horrors that we see on some VSCC specials, then surely the car should not be condemned. Of course the mechanical parts, suspension and brakes should all be kept original.

A blown P-type with a body based on a Q-type or the blue J4 referred to earlier would make a very desirable little car. Such a car would also be as valuable as the standard car.

I agree with you on the subject of the recently advertised K3 replicas as seen in Motor Sport etc. They are a long way from being a replica.

Yours sincerely,

George (Eagle)

Dear Phil,

I am writing to you as editor of the infoletter and I read your editorial in the infoletter No.52 with interest and some concern. You are fortunate in being able to publish a personal view which too often goes unchallenged but this time I would hope you would arrange for this letter to be printed.

My main concern is of course the outrageous statement that the MMM committee does not approve of specials. I am sure this is a distortion of the truth that conveys a completely wrong picture. I fought this type of prejudice for years with the VSCC and surely we are not going to start with our own register. The committee quite rightly encourages the restoration of MMM cars to original standards. The committee discourages the destruction of original cars in order to build specials but as far as I am aware the construction of well designed specials for competitive purposes built up from spares etc. has never been criticized. Lets study the facts!

The comments reported from the Cadwell Park meeting were primarily about my car - yes one of these 'unapproved specials' which had just achieved third place from scratch in a handicap race. I might add that the driver (me!) thoroughly enjoyed every minute of it which is really what its all about. The writer by the way was one of the chain gang brigade who expressed a lively and genuine interest in the car and indeed all MMM cars.

Interesting to note that Mike Hewson's MG won this event, a standard car and well driven but the difference in performance between a Standard J or P and my car is considerable, I know because mine used to be standard!

The fact is that nearly all our currently active competitive cars are specials. Some were converted before the war, many in recent times but all for the same reason to go faster.

The spirit that existed then exists now for heaven's sake don't try and kill it! The special builders are a small minority but as far as racing's concerned I'm not so sure we're not a majority - consider the active chaps.

Specials - Myself, Peter Cranage, Colvin Gunn, Dermot Reynolds, Don Smith (sorry Don really your car is modified not special).

How about the Venables 'Lester MG' or the 'Edmundsen CQ' they are original specials but still specials.

Originalists - yourself and Mike Allison both 'works competition cars'. Damn it all if you got rid of the specials you'd have no competition. Most of the original cars that are raced form a slower bunch which are still great fun in handicap events but generally not quick enough for scratch events but you know there are precious few of them at Race meetings. If it weren't for the M types and Dave Cookseys desirable C where would the MMM register be. The fact is if you eliminate specials I doubt that you'd ever get a full grid for the Mary Harris Trophy.

The next point which is often missed is that some of us prefer designing and building specials. I certainly prefer to exercise my own style and ingenuity in preference to a standard car, wait till you see my PB special this season and watch out for John Adams again hopefully in the not too distant future this time in a special. You may well ask why John's building a special - I'm sure the main reason is that it will go even faster!

Finally I can't agree with your cost analysis for original bodies. You'd be hard pushed to build an original body based on a Barry Walker frame for much under £650. My, dare I say it 'Q'uish body cost me less than £100 and weighs under 50lbs. And what about the cost of door handles, windscreens, original instruments etc. all of which I'm missing.

No, be fair Phil stop knocking specials indiscriminately. Some are awful but the MMM specials represent one of the highest standards in the VSCC.

Kind regards

Tony Dolton

I should like to comment on a few of Tony's points, (and leave a few for others to expand on). Tony states that nearly all our competition cars are specials whereas about 50% of specials were on the grid at our Silverstone races, especially when one considers the Gomshall Gorillas in their original cars. Also one must not equate faster with best - although it is nice to see MMM cars duffing up the Austin 7s. However this has only been considering the racing scene and that is only one side of the coin.

Dear Phil,

I am rather short of decent pictures to publish in the yearbook and I wonder if you could make an appeal in the Infoletter. I should like any pictures of recent events; they should be clear with the main subject filling most of the frame. Any that are sent should be endorsed with the date and event or venue and complete with name of photographer. I should like to build up a collection of pictures and shall be very grateful to receive any that may be of the slightest relevance.

Yours sincerely,

Ian (Davison)

(His address is Hawthorn Cottage, Orchards, Munstead Heath, Godalming, Surrey).

HINTS AND TIPS

Barry Linger tells us that the gearbox layshaft and spigot bearings are the same and obtained from S.N.R. Bearings Coventry, who are the sole agents for the Blackwell Bearing Co. Ltd. of Tewksbury. The part number is 23002 (1" long, 1" outside dia. and $\frac{3}{16}$ " dia. rollers. 3 No required in a P or N-type box.)

If you have ever bought a leather hide for your upholstery you may find that you are being overcharged by certain concerns. Dave Griffiths got a price of £68 for a 40sq.ft. hide which he thought was a bit much, so he went straight to Connollys who make them and got one for £43 (£1 per square foot). They also were very helpful in choosing a correct period grain and colour for his M-type. They also choose one that has the correct weather proofness required - this varying with the amount of chromium in the tanning process. So it would appear to be very beneficial to go to the source of supply.

The Engineer's Digest for December 1978 contains a review of belt-drive transmissions (toothed belt, vee belt and flat belt) and details of flexible couplings on the market. This is interesting for anyone planning a blower drive. Obtainable from Engineers' Digest, 120, Wigmore Street, London, W1E 1YZ. It appears to be free! (its unpriced).

If anybody has a 2 seater PA which has suffered from rear end droops due to the timbers rotting away, you may be interested (or horrified) to know that Len Bull has a mould for producing fibreglass rear sections from the door pillars back.

It has been made using an original body as the template so that the lips etc. are faithfully reproduced. It is much lighter and stronger and may encourage more people to rebody their cars to the correct shape. He has only taken one body from it which is on his own lovely two tone blue PA, and is prepared to lend it for other members to produce their own fibreglass rear ends. His address is Hall Barn House, Moat Close, Donninghurst, Nr. Brentwood, ESSEX.

SPARES FOR SALE & WANTS

Robin Mace (The Old Farmhouse, Robin Hood Way, Winnersh, Nr. Wokingham, Berks) has the following P-type parts for sale, a front housing, engine nose piece and front bearing housing cover, oil pump, dipstick, clutch housing near side tube support bracket, pair lubrication point plates, set of hub caps, radiator cap, clutch operating disc ring, offside lower and upper windscreen supports, windscreen and frame, windscreen frame upper and side channels, body support brackets.

Nick Sands (58B, Poplar Grove, Maidstone, Kent) has 5 wheels in reasonable condition, offset spoked, with worn 4.50 x 19 tyres, also one offset laced 19" rim only, and a M/D/J flywheel puller.

Alan Whitham (Heathfield, 35, Kensington Road, Halifax, W. Yorks. Tel Halifax 57573) has for sale or exchange for parts he requires an L1 petrol tank, a pair of front P-type wings and a pair of rear wings, KN differential, P/N cam bearing housings, P-type shock absorber rear mounting plates. He requires the following parts an N-type inlet manifold, N rocker cover (or K/L) F clutch thrust housing and bearing, M/J/F/ camshaft rear bearing housing and cap, P/N remote gear change unit, P/N gearbox,

P/L/N Brake actuating levers, 2" dashboard clock, gears for N crankshaft and dynamo.

Ken Rees (29, Avondale Road, Earlsdon, Coventry. Tel Coventry 711142) is rebuilding a P-type which is missing the following parts, a vacuum wiper, fascia board, instrument panel, ammeter, oil gauge, bucket seats, headlamps, petrolift, jack, original tools, footrest, spare wheel carrier, toolbox, door handles, locks and striker plates, light switch, ignition switch, ignition light and panel light switch.

Brian Rhead (25, Leylands Park, Burgess Hill, Sussex. Tel Crawley 26454) is looking for an original F-type instruction manual, a spare parts manual, pair of dash light bulb holders, pair of bucket seat shells, one Rotax headlamp, J2 Oil gauge, 0-160psi Smiths oil gauge, J2 windscreen. In exchange for the above parts he has a pair of M-type front shock absorbers, M-type backplates and brake drums, also J-type ditto, LBD 150 (N-type) headlamps, J2 front camshaft housing and cap, some clutch & flywheel parts, rusty M-type back axle casing with springs and half shafts, F-type camshaft, good M-type front and rear springs with shackles, T-type petrol tank (!!) and a vertical dynamo armature.

Lawrence Moore (535, Uxbridge Road, Hayes, Middlesex. Tel 01-573-5724) has the following for sale or swap for his wanted parts, P-type remote gearbox extension, pair of J1 doors pair of P-type body side irons, 6 volt dynamo, pair of new P-type inner rear wheel arches, good P-type bonnet and catches, P-type front apron, M/D good camshaft, J1/D bonnet, M/D oil pressure gauge. The parts he wants are an F-type distributor, pair 1" SU horizontal carbs, J-type sump, F-type fan and fan belt, F-type water outlet manifold,

3 rocker cover knobs and rear bracket for same.

Georges Robert (c/o Crofts, 30, Smithambottom Lane, Purley, Surrey) parts for MG Magnette NA: required, for engine, pair carburettors complete with linkage A469, 7 engine oil pipes, 6 cam cover fixing bolts, camshaft to dynamo drive (vertical shaft), dynamo parts (i.e. fields brushes etc.), distributor adaptor, water outlet pipe, 3 engine cover plates, Tecalemit oil cleaner element, clutch plate. For gearbox, propeller shaft flange (round), speedometer drive gear bearing, clutch pedal, knob for gear stick, control knobs levers. For steering, drop arm, cover tube bent, steering wheel. For axles (front & back), left hand half shaft, rear hub fixing nuts & seals, universal joint flange (round), dipstick with knob and boss, 4 rear sliding trunnion rollers, 1 cap for rear cross tube, 2 rear spring front fixing pins, rear shock absorbers, 2 rear brakes (shoes etc.) hydraulic fitted, 2 front brake springs, brake cables, 2 pairs front springs sliding trunnions rollers, front springs suspension pins, front shock absorbers, starter motor 3 hole fixing, spare wheel fixing bracket, 4 bonnet catches & handles, prop. shaft cover & front section, top centre of grille, road wheel (1), 2 front axle bump stop rubbers, wiring loom, O/S windscreen side pillar, door handles, door striker plate, door lock cover, front fairing and handle cover, rear seats, pair running boards, cut out & junction box, revolution counter, centre panel with speedometer lamps etc., dash panel (fire wall) & sides, under tray, exhaust system.

Max Zingg (9000 St. Gallen, Scheibenackerstrasse, 9, Switzerland) is still requiring a No.9 or 10 Powerplus blower with an $1\frac{1}{8}$ " SU for his K3 as well as 7 No. Rotax N5EP dashboard switches. For his J3 he needs a No.6A Powerplus blower, or similar, with an $1\frac{1}{8}$ " SU.

Ian Ross (202, High Street, Silverdale, Newcastle-under-Lyne, Staffs.) is trying to build up a list of F-types and would like to hear from any owners whom he has not yet contacted.

Ken Rees (29, Avondale Road, Earlsdon, Coventry) requires for his D-type practically everything, but in particular Instrument panel and a complete rad core and shell 'J' or 'D', 'J' or 'D' dash board switches, D-type filter to sump, pair of sidelights and a pair of headlights.

Robert Wheeler (Well House, Well Street, Callington, Cornwall). His triple valve springs announced in the December Infoletter have sold and a further limited batch has been produced. Although there has been a slight increase in price, they can still be offered to owners of P/L/N/K engined cars at the original price, namely £11.80 for a 6 cylinder car, and £7.80 for a 4 cylinder car, but unfortunately we cannot absorb the postal charges, so would MMM owners who would like a set, add 54p or 36p respectively for which ever set of springs they require. For sale Scintilla '8' magneto with right angle drive and three bolt flange fitting - £50.00 + carr. Scintilla '6' magneto straight shaft drive with no fittings - could easily be adepted to slip nicely into your 6 cylinder MMM - £35.00 + carr. (would consider swop for DDS14 MMM dynamo not necesarily working but complete with the proper fittings at both ends) Carr. will be paid.

TRIPLE-M MOTOR SPARES (KIMBER COTTAGE, GLAZIERS LANE, NORMANDY, SURREY) OFFER MEMBERS 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 a set
F-type white metal camshaft bearings <i>OUT OF STOCK</i>	£12.80 a set
N/K/L-type white metal camshaft bearings	£14.00 a set
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)	£27.50 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	55 each
Tulip inlet valves for K/N/P/L type	£ 1.80 each
L-type front aprons	£14.75 each
J/P/L/K/N-type bronze rocker bushes	£ 1.35 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 <i>OUT OF STOCK</i>	£ 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 a pair
6-bolt 8/39 crown wheel and pinion set	£38.00

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

Service Information Sheet No.5

J types (except J4) & L types

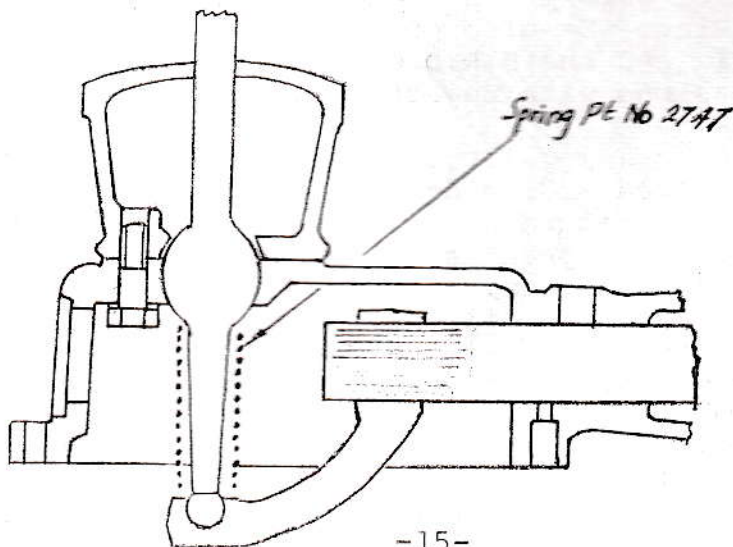
GEAR LEVER RATTLE

Complaints of rattle in the gear change
remote controls have been made from time to
time, and up till recently no very satis-
factory cure has existed.

It has been found that a spring fitted as
shown in the drawing (Service Blue Print
No.146) prevents rattle most effectively.

These springs are very easily fitted and
any complaints can therefore be quickly
dealt with.

The part number of the spring in question
is 2747, and this number, together with the
Chassis Number of the car concerned, must
be quoted when ordering for service.



from MG Magazine 1933.

FAMOUS DRIVERS OF MG CARS - H.C. HAMILTON

Born and educated in Ireland, H.C. Hamilton came to England in 1922, and served his apprenticeship at the Talbot factory, and is now on the sales staff at University Motors, the London distributors for M.G. cars, where he has been for the last 3½ years.

"Hammy," as his friends have nicknamed him, is 28 years of age; he started racing in 1930. Previous to this date he had been a keen motorcyclist, competing on various occasions at the Kop Hill climbs, and in a number of reliability trials. In the Junior Car Club's Double-Twelve hours race of 1930 he drove a Riley Nine in company with Whitcroft, and finished third.

Probably his most outstanding achievement up to the present was in the 1931 Double-Twelve when, at the wheel of an unsupercharged M.G. Midget he drove solo for the 24 hours, finishing in third place at an average speed of 63.21 m.p.h. In the Ulster T.T. of the same year he set up a record lap for cars of 750c.c. with a supercharged M.G. Midget.

Mechanical trouble prevented him finishing in the J.C.C. 1,000 miles race of 1932, in which he competed again in an M.G. Later in the season he took the Midget to Germany, and won the class for 750c.c. cars in the German Grand Prix at Nürburg Ring. He also competed in the French Grand Prix and the B.R.D.C. 500 miles race on both occasions with Bugattis, in company with Earl Howe.

While practising for the 1932 Ulster T.T. in a supercharged M.G. Midget he put up an unofficial lap record at 74.7m.p.h., but a crash later on, while practising, prevented him from starting in the race.

Early in 1933, Hamilton, who acted as Earl Howe's partner, shared the wheel of one of the M.G. Magnettes, which were competing in their first race - The Mille Miglia (the Italian 1,000 Miles Race), and finished at record speed in second place in the light car category; they also formed part of the Magnette team which won

the team prize in the same event.

In the Isle of Man, Mannin Beg race, "Hammy" put up the fastest lap in an M.G. Magnette. During the summer of this year, he spent a period on the Continent competing in various events with his supercharged M.G. Midget, during which time he was successful in winning the 750c.c. class in the Eifelrennen at the Nürburg Ring, the German Grand Prix Hill at Friedbourg, setting up a record for the class and making the fastest climb of all cars up to two litres, and a class win and 750c.c. record at the Reisingebirgs Hill Climb (Germany).

In addition to his numerous achievements Mr. Hamilton has won a number of events at the B.A.R.C. meetings, and holds with an M.G. Midget the mountain course lap record for 750c.c. cars at 69.28m.p.h.

COMPETITION NOTES

by John Adams.

The Car of the Year Award scores have already been published in Infoletter, but to complete the Honours List for 1978, scores for the Slade Trophy and the Racing Championship are set out below. The Slade Trophy is, of course, the well-known pre-war solid silvercup for the annual trials champion, but the Racing Championship may need some introduction since it has not been awarded for some years. The trophy itself consists of an original watercolour by Len Goff of a K3, and it is presented to the highest scoring driver of any MMM car on the COTY rules, but counting only race and speed events. I will try to publish all of these scores monthly in Infoletter and Safety Fast as the season progresses.

The Winter re-building season is now over for most folk and interesting reports are filtering out of some garages. Some cars have already emerged, such as the "new" 1934 K3 Replica of Peter Warne which is said to be very fine and will be seen in action at all major events this year. Tony Dolton has almost finished a "new" 'P' track car with narrow 2-seat body on 'Q'-type lines, and it will be entered at the first VSCC Silverstone on 21 April. Tony White and Nigel Musselwhite are also reported to have been busy over the Winter with single-seat projects which may appear during the year. By comparison, a very standard but nevertheless competitive car which will re-appear in events in 1979 is the 'PB' of Andrew Smith after its enforced lapse. Tim Hunt will have had to have carried out some "development" to Bongazoo if he is to beat the handicap imposed by his 1978 successes, but I understand that he is not resorting to the supercharger - yet! Patrick Gardner has just bought a semi-works trials PA to add to his collection.

FINAL RESULTS for 1978

SLADE TROPHY

1	Steve Dear	'PA' and 'F1'	17
2	Paul Fletcher	'PB'	13
2	J.C. Adams	'PA'	13
4	Tim Hunt	'PA' "Bongazoo"	9
5	Peter Cox	'PB'	8
6	Mike Rushton	'M'	6
6	J. Wells	'PA'	6
6	Bryan Bowles	'M'	6
9	Derek Moore	'PA'	5
9	Alan Grassan	'PB'	5
9	R.L. Pettman	'J2'	5
9	Chris Lewis	'PB'	5

13	Barry Smith	'PB'	4
14	Joe Cox	'PB'	3
15	Barry Foster	'F'	2
16	Mike Hawke	'J2'	1

MMM RACING DRIVERS CHAMPIONSHIP

1	Tim Hunt	'PA' Bongazoo	82
2	Phil B-P	'K3'	68
3	Tony Dolton	'J/P'	52
4	Peter Cranage	'N'	41
5	Dave Cooksey	'C'	35
6	Ian Davison	'PA'	33
7	Janet Ashton	'M' and 'J2'	32
7	Patrick Gardner	'J2' and 'M'	32
9	John Wilkinson	'J2'	25
10	Len Bull	'J2'	20

Some diary dates are as follows - more info from me or Safety Fast:-

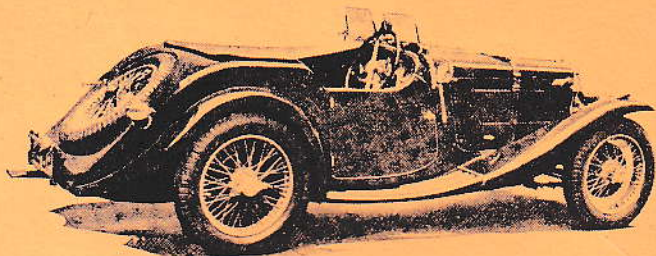
- April 21 VSCC Wessex Trial.
- April 13/14 MCC Land's End Trial. (At Least 3 MMM cars are entered, and hopefully a team of MMM marshals also. Andrew Smith would like to hear from any other potential marshals).
- April 21 VSCC Silverstone Race Meeting.
- April 22 MGCC S.W. Centre Wroughton Sprint. (Scene of last years dead heat between Tim Hunt and Mike Hawke).

- May 5 MGCC Midland Centre Production Car Trial.
- May 12 VSCC Donnington Park Race Meeting.
- May 13 MGCC S.W. Centre Chisledon Autotets.
(Usually a good MMM turnout).

Offers of goods, Services or Advice in this Infoletter are published in good faith. All responsibility as to price, quality, suitability or accuracy of the Goods, Services or Advice is a matter entirely between the parties concerned in any transaction. The M.G. Car Club cannot be held responsible in any way for any misrepresentation or failures, and neither can they be called in to advise or adjudicate in any disputes. In addition, no company or commercial organisation mentioned has any connection with the M.G. Car Club or its Registers.

PHOTOS OPPOSITE

- Top: Original advert for Cresta N-type.
Roger Bishop has one of these rare cars.
- Bottom: Abbey N-type advert. Note same price as Cresta, and 16" wheels.
- Photo Rear Cover: H.B. Shaw in his ND in the 1935 Gloucester Trial with fur-clad dolly bird bouncer. This car has been seen competing regularly in the last 12 years with Philip B-P (and others!)



The remarkable success of the "N" Type M.G. Magnette has prompted us to design a de-luxe type of body which will appeal strongly to all practical motorists.

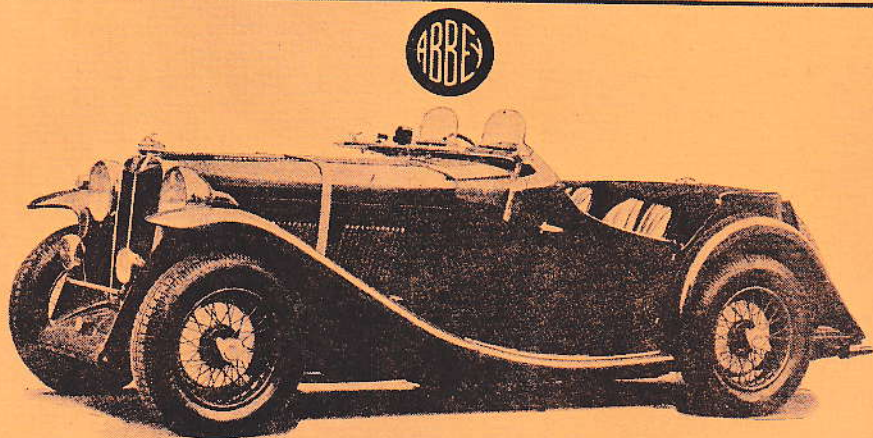
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