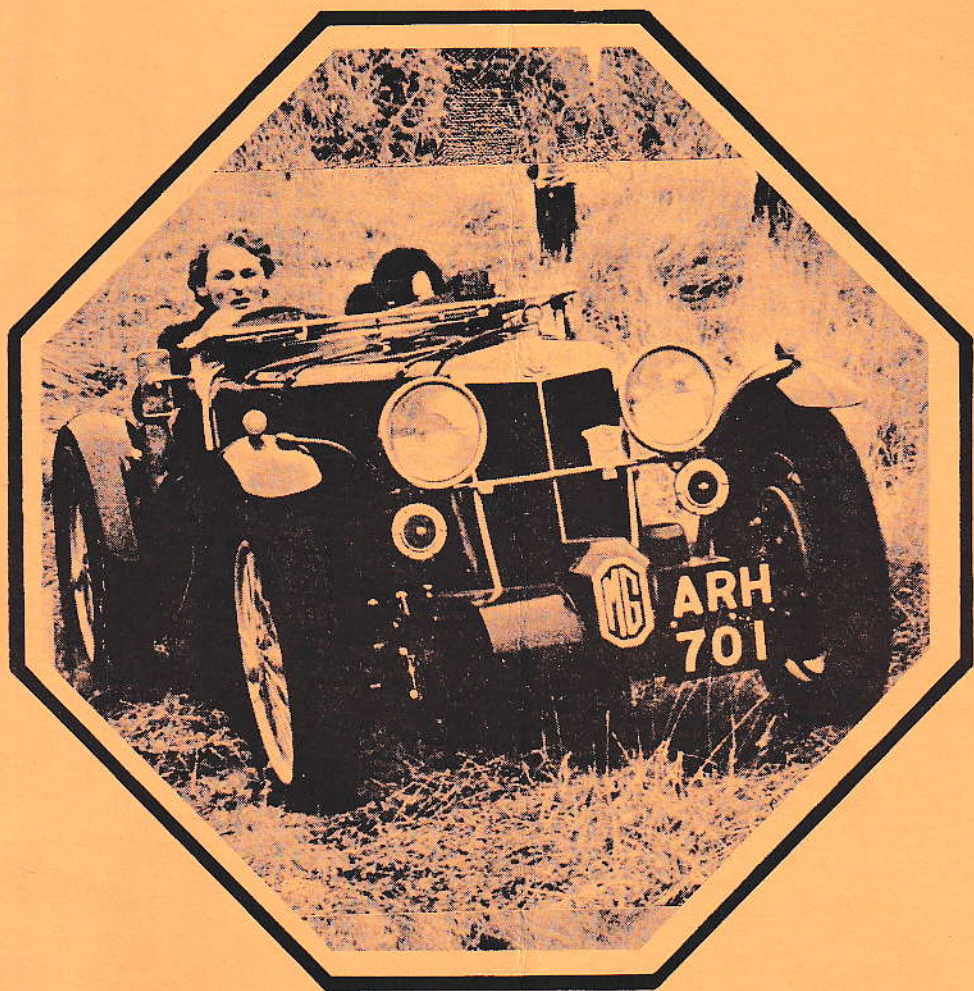
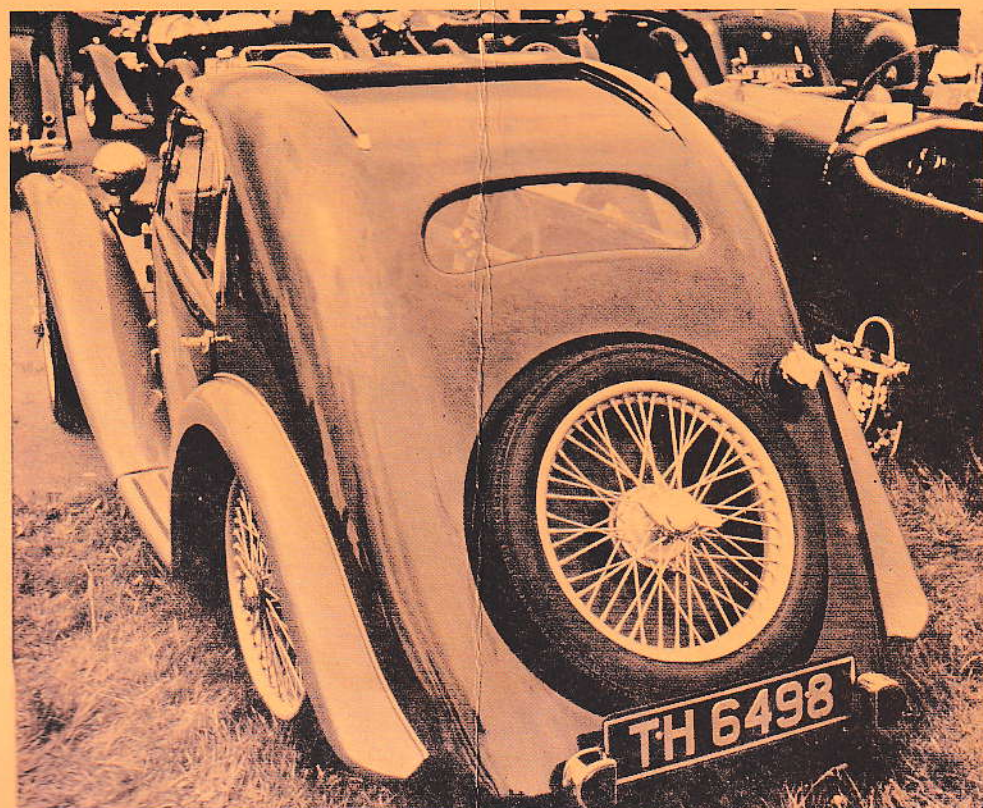
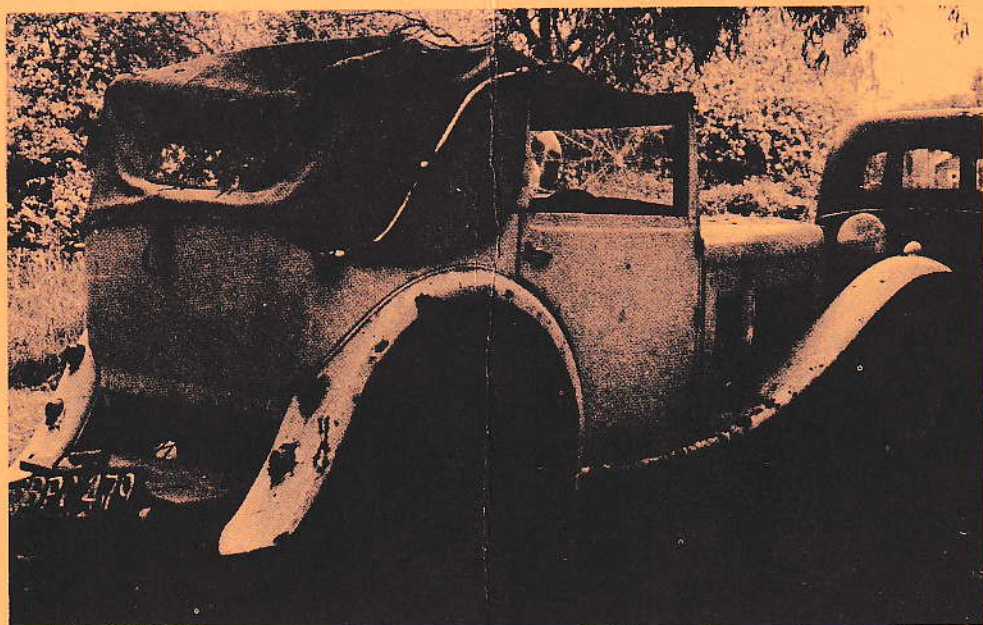




TRIPLE M REGISTER INFOLETTER



CAR OF THE YEAR



INFOLETTER NO.51.

TRIPLETS

Andrew Smith.

Under this new heading will appear small items of interest to me, and I hope to you. I am afraid my secretarial service to all and sundry has been pretty poor of late, but as I write just before Cheddar, the reason for these deficiencies is very nearly ready to take the road. The paintwork is shocking because lack of rubbing down time, the radiator shows signs of its inversion, all the lights are refusing to work but the beast is assembled and the engine does run and produce oil pressure. Such is progress, but if any more problems arise then I will simply run out of early morning hours and miss even my third fall-back completion date. Fuller details will probably form the subject of my "Safety Fast" discourse in the near future.

So much for my concerns, what of the Register? Well, at recent Committee meetings one occurring topic has been the need to provide local contacts for members all over the country. This is being partly done by ensuring that there is an MMM representative in every Centre's area, preferably one on the Centre committee. A scheme run by the Austin Seven Associations though has recently come to my notice and this might also help.

PHOTOS OPPOSITE.

- Top:- The only University Motors L-type in Register, owned by A. Goble. KN beyond.
- Bottom:- Gert Jensen's beautiful PA Airline Coupe at Silverstone '77 (Photo Adrian Mott).

Their approach has been to set up a breakdown assistance scheme covering the country with the intention of providing volunteers who will provide assistance, spaced about fifty miles apart. I shall certainly raise the idea at the next Committee meeting but any plan will fail if no offers of assistance are forthcoming. What do you think, would you be prepared to make yourself available to be contacted by other members in distress and possibly loan the sort of bits that commonly give trouble?

Editorial

Philip B-P.

We've had a few changes recently and now welcome Andrew Smith's new contributions. By now the season is virtually finished - apart from a trial or two - and we can all look back and see what we have achieved or what we have been unable to achieve due to various setbacks and are now promising ourselves to do better next year. A good many of us have just returned from an excellent 'Cheddar' weekend which has excellently rounded off the end of the season.

The meeting itself was even more popular than last year with 36 MMM cars turning up for the Concours/driving tests. The Saturday MMM dinner for over 70 was really excellent, with first class food, a chance to meet old friends and to heckle our Chairman's speeches. Colin Butchers was duly presented with a silver tray as our way of thanking him for steering us through the last 7 years. Some films followed and then we all tried to locate our beds.

The car park at the George was a real treat with MMM cars of all sorts abounding, from F-types, Andy Smith's PB now back on the road, to Cream Crackers, NE and K3. The next morning was enough to stir any MMM heart as the cars were all warmed up ready for the trip to Steve's each roaring out through the archway with fabulous reverberations.

The concours was done with everyone judging the cars in their own class. This made it much less serious and it didn't require judges spending over quarter of an hour on each car. The F-type of Eric Taylor was the eventual winner and thoroughly deserved too, especially as he had come down from Hull for the meeting.

The committee meeting the previous day decided that any formal concours judging should include originality to the value of at least 1/3 of the total marks.

We were also asked to put our MMM thinking caps on and come up with some ideas for the 1980 celebration of the club's 50th Anniversary. Several ideas were put forward, one of which was to investigate which 750cc or 1100cc World Records could be attempted by a MMM car - on the lines of the recent Austin 7's attempts at Goodwood.

If any member has any ideas perhaps he'd like to pass them on to a Committee Member and we will look into the idea further.

Another idea was to try and re-enact the 100 ascents of Beggar's Roost by an M-type that was done by MGs as a publicity stunt.

Your Letters

Charles Landells asks "whilst on the subject of MGs I wonder if I could open a subject for discussion. There seem to be a vast number of parts made for 'MMM' cars, but precious little differentiation from the genuine original OLD part. I would like to volunteer the suggestion that all new MMM parts, particularly castings, should be clearly - not necessarily obviously - marked as replicas or fakes.

Many of us have spent years finding genuine old parts for our old cars - indeed many of us have spent much time and money repairing genuine parts: the owner of a truly old car may feel cheated by the ease with which owners can replicate that car."

TIPS & HINTS

As this editor is now attending Vintage Car Metalwork classes at the Highbury Manor Institute (as advertised in the VSCC bulletin) I hope to be able to pass on some tips to those who may not be as expert/knowledgeable as some of the other members who obviously take these things for granted. The first tip is when using a thread die to form a new thread on a shaft. First of all the shaft should be the overall diameter of the die (i.e. $3/16$ " diameter for a $3/16$ " BSF die etc.). The die must be started at right angles to the shaft which should preferably have a taper filed or machined on the end to help start the die. Then to cut the thread you should turn the die one turn forward, to cut, and half a turn backwards, to clear the swarf from the thread and then the next turn forwards cutting the next portion of thread. It also helps, in getting a clean thread, to use a cutting oil, or emulsified oil. If you have a lathe that you have been turning the shaft down on, then to start the die square on to the end of the shaft, bring up the tail stock with its centre removed and place the die and holder against this and bring it up to the end of the work in the chuck. To cut the thread turn the chuck by hand and the die and holder will rotate until the handles of the die holder comes up against the bed plate, further rotation of the chuck will start the die cutting the thread.

Rocker shaft oil holes should line up with those in the rockers - if not the shaft holes can be opened out so that they can connect up with the internal oil groove in the rocker bush. Check carefully that equal amounts of oil are coming out of each rocker. It has been found that occasionally the replacement rocker shafts have been found to have incorrectly drilled holes; so it is a good idea to check these against the worn shaft or the fitted rocker positions.

Vertex type mags fitted to our cars have a clockwise rotation when looking at the top, rotor end. However it would appear that rotation of mags is described from looking at their drive end towards the magneto, in which case 'our' mags are in fact anticlockwise rotation; these are not so common as the clockwise ones fitted to Rileys and such. So remember to describe the rotation correctly - and ensure the other person, who may be selling you the unit, is also describing it correctly.

At the end of the season it is probably a good idea to drain off any remaining petrol for safety's sake, as well as for the fact that it can go stale. Certainly you will find that if the car hasn't been used for over a year the car will possibly not start because of the stale petrol, and if it does it will run very weak and spit back whenever load is applied to the engine.

Michael Linward has sent us further information about Petrolift pumps "I was able to buy one of these units and although it went through the motions of working, it never actually pumped any petrol. I then contacted the Magneto Repair Co. (14, Claremont Way Industrial Estate, Claremont Road, Cricklewood, NW2 1BG. Tel 01-458-7355) and spoke to Mr. Few who is the service manager and a very knowledgeable person on pre-war car electrics.

After a check over, the pump was pronounced to be in quite good mechanical condition, although parts could have been made if necessary, spares being no longer available from S.U. However, due to some insulation break down, the coil was found to have some short circuits. Normally this would be no problem as the firm is used to rewinding coils of all kinds, but in the case of the Petrolift, the electrical and magnetic specifications were no longer known, also the wire gauge used in the coil was not available. Mr. Few then decided to work out a new specification for the coil using gauges of wire readily available, and based on the ampere-turns of the original coil, found after unwinding it (20,000 + turns). After a number of experimental windings, one was produced that gave slightly better magnetic flux in theory, than the original, but would still fit inside the pump body.

Experimenting with this reconditioned Petrolift I have obtained the following figures:

7.5galls/hr when pumping from a height of between 0"-12".

6.5galls/hr when pumping from a height of 24".

6galls/hr when pumping from a height of 30"-36".

These figures were obtained using $\frac{1}{4}$ " I.D.

copper pipe mounted in the normal position on

my J2, pumping from the rear of the chassis.

The longest period I have checked the operation is two hours of continuous pumping. No problems were encountered and the pump did not get hot.

Although all parts of the pump were cleaned, some cosmetic work still remains to be done as Mr. Few feels this is best left to the customer as opinions differ as to the most desirable finish. He hopes that this pump will remain reliable in service and to this end recommends that the contact points should be checked every three years or so and stoned or replaced as necessary and that the permanent magnet be checked at the same time.

The replacement coil has a longer than original lead in from the terminal in order to allow the coil and pump barrel to be separated from the pump body without unsoldering the terminal lead. It also allows a small degree of rotation of the coil when the large holding nut is released or retightened. On the original, the short length of very fine wire is easily broken if any twisting occurs. The problem of dirt in the petrol may not be the same as it was in the early '30s but an in-line fuel filter should sort it out provided it is not too restrictive.

If any members wish to have their Petrolifts overhauled, Mr. Few would be delighted to hear from them and their requests will be received with a sympathetic ear. One word of caution though; Mr. Few is not a young man, and always has at least 25 hours of work to do each day, no doubt due to the vast amount of experience and reputation he has built up over the years, so please be prepared for some delays. Taken all round though, I cannot praise his help too highly.

Robin Gordon sends us information on leaf springs which sounds very useful as I've recently had trouble getting new springs or old ones reconditioned. The firm is Demon Tweaks, Mercury House, High Street, Tattenhall, Nr. Chester (Tel Tattenhall (0829) 70625) and they list leaf springs for the front and rear of nearly all MMM cars. They probably are not available off the shelf but can be had by ordering. Typical prices at the end of last year were P-type front £10.35 each, P-type rear £14.28 each. When communicating, ask for Alan Minshaw and mention the M.G. Car Club.

J. Hopkins (Moorway, Renwick Park, West Runton, Norfolk, Tel West Runton 366) can offer a complete service for car lamp restoration and accessories, including dent removal, polishing and plating.

P.D. Stevenson, 669, London Road, Coventry, CV3 4EX Tel 0203 301738 can supply dummy honey comb at $\frac{1}{4}$ " and $\frac{1}{2}$ " deep x 16" widths. Prices for $\frac{1}{4}$ " x 16" widths are £17 (18" high), £19 (21" high) £21 (24" high) and £22.50 (27" high) excluding VAT with a £2 carriage charge per piece. Non standard sizes can be had at £8.50 per sq.ft. ($\frac{1}{4}$ " deep), £9.50 per sq.ft. ($\frac{1}{2}$ " deep)

You may also be interested to hear that the information that has been disseminated in the Infoletters, Yearbooks and bulletins are being assembled into a useable handbook by John Kidder, and we hope to have the results next year.

For those interested here are some official best times for MMM cars at our Silverstone meeting this year.

No.	Competitor	Car	Time
196	M. Hewson	M	1:56.5
190	B. Bowls	M	1:54.9
143	Janet Ashton	M	1:51.3
195	S. Dear	F	1:48.2
142	P. Gardiner	J2	1:48.0
189	T. Holden	J2	1:45.9
155	M. Warner	KN	1:43.0
181	D. Reynolds	J2(S)	1:42.6
149	T. Dickie	12/12M	1:42.5
188	K. Bull	J2	1:39.9
144	J. Wilkinson	J2(S)	1:38.0
185	D. Cooksey	C	1:37.9
157	M. Hawke	J2	1:37.5
145	R. Beresford	J2	1:34.3
182	I. Davison	PA/B	1:34.1
147	R. Smith	J2(S)	1:33.3

No.	Competitor	Car	Time
112	C. Sherriff	M	1:33.2
186	T. Hunt	PA	1:32.7
146	T. Dolton	J2/PB(S)	1:27.6
183	J. Adams	PA/B(S)	1:27.0
158	M. Allison	NA(S)	1:26.9
	P. Bayne-Powell	K3	1:23.1
184	P. Cranage	N	1:20.2

SPARES FOR SALE & WANTS

Robin Gordon (57, Elms Road, Heaton Moor, Stockport, Cheshire) requires an 1½" horizontal SU carburetter for his C-type, preferably a contemporary 1931 style.

C. Roelereld (Zandpad 47A, 3621 NE Breukelen, Holland) has an N-type cylinder head to exchange for an L/K head, and 3 No.18" outside laced wheels for 3 No.19" outside laced wheels, also an original KN workshop manual and parts list for a K1 KB workshop manual and parts list. He is also looking for an L-type in running or restorable condition.

D. Goulden (21, Enclid Avenue, Gappenhall, Cheshire, Tel.Warrington 62571) needs a P-type water pump or parts in any condition.

Mike Hewson (Fern Royd, Witham Road, Woodhall Spa, Lincs.) is offering for sale his PA to help pay for the ex-Bereford J2. He has the following parts for sale; 2 pairs Luvax type s/absorbers for P-type (1 set with arms) (£1.00 each); 1 Luvax type s/absorber for N-type (50p); 3 trafficator assemblies (rough) for P/N-type (Offers); 2 Altette horns (Offers); F-type Crankshaft assembly including main bearings, pistons and con-rods (Offers); PA Cylinder head complete with camshaft, bearings and stands cover and nuts (Offers); P-type front wing stay (£2.00); Pair wing to radiator brackets for P-type (£5.00); J2 petrol tank (Offers);

PA/B offside rear wing (Offers); J1/D bonnet complete with Repault catches (Offers); P-type front apron (Offers); 500 x 19" India (new) (£18.00); 400 x 19" Blue Peter remould (10% worn) (Offers); 450 x 18" Michelin (25% worn) (£12.00); 400 x 18" Dunlop Universal (20% worn) (£12.00); 2 x 400 x 19" Dunlop K70 (400 miles only) (Offers)...

Mike Hawke (117, Upper Westwood, Bradford-on-Avon, Wilts.) has a 3-inch speedo, geared for a PA (but incorrect rim - Jaeger innards would fit correct shell off any K or P-type he thinks) to sell or swop. Also a Lucas 4-cyl. vertical magneto (needs check over as has not run for ages).

John Inglis (2, Seafield Avenue, Aberdeen, Tel.0224 35482) requires an off-side, or pair of late (house roof type) M-type front wings.

Nick Dean (The Meeting House, Water Lane, Smarden, Kent. Tel.Smarden 243) has for sale the following, an E-type rad shell, pair PA front wings, 2 ignition switches, P-type cut out box, horn assembly, new Alto horn, an Arnott blower in need of rebuild.

Alastair Macfarlane (Gales Farm, Peasenhall, Saxmundham, Suffolk) is rebuilding a 2-seater NA and requires the following parts, a petrol tank, front bench seat back and squabs also adjusters, pair of true 12" brake drums, voltage regulator, petrol tap change over with rod etc. panel and odometer fitting, foot brake pedal adjuster and nut, front camshaft stand, ignition switch, spare plug holder, P/N dash pull-on switches, windscreen top hood brackets and wing nuts. He has for sale a good M-type steering wheel, a pair of D-type lamps, an N-type bonnet, N-type bucket seat, 2 very good 19" centre spoked wheels, 5 No. 550 x 18 India type (75% good), P-type prop shaft. He would also be pleased to hear from anyone with N-type parts also from anyone who might know or have known an MG N-type reg. no.AKC 206.

Eric Davison (544, Fifth Street, Manhattan Beach, California 90266 U.S.A.) needs a pair of J2 front wing stays for a cycle winged car.

Tim Hunt (Setters, 79, St. Thomas' Avenue, Hayling Island, Hants.) wants a D/F1 four seater body also a bonnet and hood frame. Tel. Hayling Island 2737.

John Lamb (Twyford, Weston-under-Penyard, Ross-on-Wye, Hereford. Tel. Ross-on-Wye 4367) is looking for a P-type 2-seater.

Robin Mace (The Old Farmhouse, Robin Hood Way, Winnersh, Nr. Wokingham, Berks. Tel. Wokingham 787989) has for sale the following, a Smiths 2" black faced clock, Lucas black horn and dip-switch assembly (new), Black trafficator push switch, Many J and P gearbox parts, 1½" Jaegar brown-faced oil gauge with clamp, Brown fuse cover for P/N cut-out, brown bakelite fuse cover for Lucas cut-out CFJ 1/2, pair of N-type red leather bucket seats (original but no squabs), Lucas N/TA type spot-lamp. Original, Grille for late N-type Lucas Alto Horn, P-type radiator/cylinder head bracket, N-type, pair wing support brackets (refurbished).

Alan Whitham ("Heathfield", 35, Kensington Road, Halifax, HX3 OHY, West Yorkshire) has for sale one J2 front bearing housing and 1 pair of P-type rear shock absorber mounting (new). He wishes to swop a KN diff for an N Diff, and he requires the following parts. 1 good J2 block, 1 J2 chassis, 1 J2 rear cam bearing mount, 1 L, K or N Rocker cover, 1 J offside rear splined hub and 1 half shaft.

Sam Christie (16, Gilnahirk Avenue, Belfast, BT5 7DR, N. Ireland) needs the following parts for his Mid 1930 M-type, Sparton horn, door handles, locks and striker plates, petrol cap, complete dash panel and gauges, pair rear wings, complete ash body with or without fabric, seats, good camshaft and a set of metal facings for brake shoes.

Eric Davison (544, 5th Street, Manhattan Beach, CA. U.S.A. 90266) requires the following J2 parts, front engine mount (with thrust face), front wing stays, 19" side laced wheel, top bows? also some data on colours, upholstery and materials.

Duncan Briggs (4, Common Close, Shrivenham, Wilts.) requires for his PB complete engine, complete dash and instruments, 1 octagonal sidelight and wiring loom.

Doug Croft (17, Oldfield Lane, Stainforth, South Yorks. DN7 5NF) has the following parts for sale PA chassis, complete with cross-shaft, springs and F/axle, F-type ENV box, super-charger primer pump, also some TC & VA spares.

T.M. Andrews (3, Winchelsea Avenue, Bexley Heath, Kent, DA7 5HR.) is in need of the following parts for his PA, rear wings, petrol tank, filler cap, front and rear shocks, interior trim, dashboard, all instruments except rev counter, reverse stop on remote, gear knob, choke and rev knobs and rods etc., gasket set, re-con cam and rockers, dip-stick, starter, hoses, SU carbs, Tecalimite system, rear lights, side lights, Ex system, rocker cover nuts, Trafficators and ash frame parts.

Robert Wheeler (127, Broadmead, Callington, Cornwall) has approx. 20 sets of triple valve springs suit most MMM cars. They have been made from original works C-type drawings in the latest valve spring material, the sets will cost inclusive of P & P £7.80 and £11.80 for 4 cylinder and 6 cylinder cars.

Barry Foster (Jasmine Cottage, South Petherton, Somerset) has for sale 1 C-type replica in pieces, all parts available including new body, cross-tube ENV box new tank and many other new parts. For more details get in touch with Barry.

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 " "

F-type white metal camshaft bearings. £12.80 " "

N/K/L-type white metal camshaft bearings. £14.00 " "

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 O-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/N/P/J/L-type. £1.80 each

L-type front aprons. £14.75 each

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. £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.19

K1, K2, K3, L, KN & N Models

WATER PUMP

A new gland nut retaining spring has been designed to supersede the original type coil spring.

This spring is more positive in action and eliminates the possibility of water (which may leak past the gland) finding its way into the sump past the spindle sealing felt, owing to it being trapped by the coil spring.

This modification is very simple to carry out on all existing pumps.

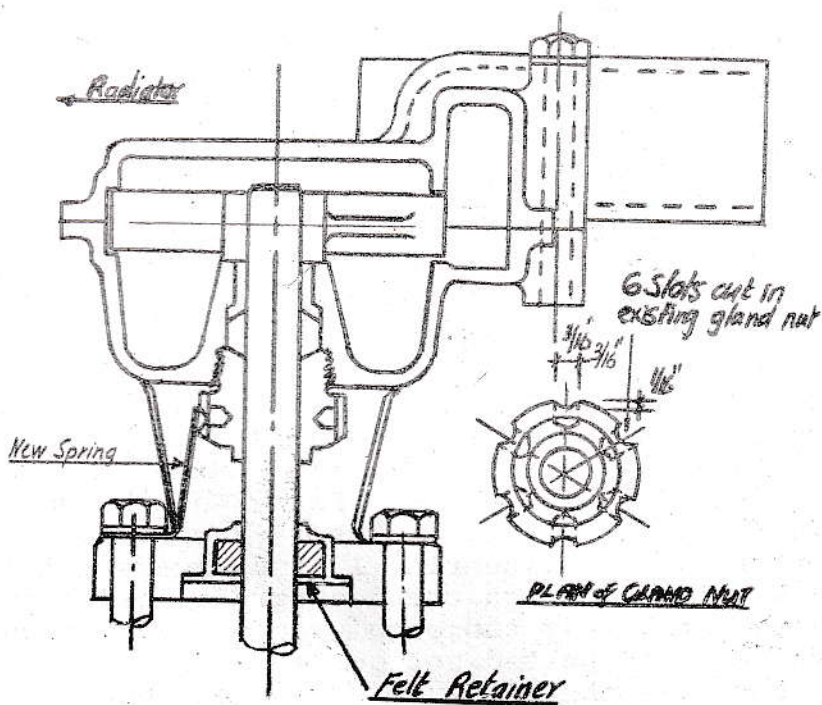
The existing gland nut is slotted to receive the new spring.

The coil spring spigot is removed from the spindle felt retainer.

The new retaining spring is secured by means of the front set screw which secures the pump to the front bearing housing.

The water drain hole is increased from $\frac{1}{8}$ " dia. to $\frac{5}{32}$ " dia.

Supplies of the new spring, Part No.M.G.489/217, can be obtained on application being made to our Service Stores Department. Price 9d. each (retail).



Brooklands Society Memorial Trophy Handicap Race. Thruxton August 28th.

The BARC in conjunction with The Brooklands Society staged the above race on Bank Holiday Monday for pre 1940 sports and racing cars. Essentially a modern race day, there was a distinct vintage flavour about the proceedings, including a centre page article in the programme on Brooklands history and the Brooklands Society as it is to-day, as well as a vintage flying display, and a 4 lap parade of vintage motor cycles and cars, the latter unfortunately not supported by the best informed of commentators - (Dudley you should have been on the 'mike', not trying to throw your passengers out going through the chicane!!).

The entry for the Brooklands race was no doubt smaller than it could have been owing to the fact that on the previous day many potential entrants were racing at the VSCC meeting at Cadwell Park in Lincolnshire. There were however 5 Alvis', 2 Talbot 105s, 1 Riley Brooklands/Treen, 1 Austin and 4 MGs in action on the day. Dudley Gahagan had entered his K3 but it was still in pieces to put right some misaligned reboring. The MGs that competed were David Cooksey's C-type - having only the previous weekend been driven to and from the Ards Circuit Race meeting in Northern Ireland in which David competed, with the only maladies being 3 punctures throughout the trip - Mike Edmondson in his well known Q-type, Harry Whitehouse in his TB, and Tim Hunt in his PA/B special Bongazoo. Scrutineering I find always a little tense, for although one does try to check everything absolutely thoroughly, one never knows what may be spotted not quite in order. However by the time the MGs came to the bay behind several of the other vintage cars, the scrutineers, more accustomed to modern racing machinery at Thruxton, subjected us only to very thorough examination of tyre treads, spokes, carb connections, and steering, without reference to roll over bars etc. and we all came through with flying colours.

Practice was completed and the usual little problems quickly sorted out. One problem however is worthy of note. During practice Mike discovered that at anything over 4500 revs his Ky-Gas fuel pump was malfunctioning, and upon subsequent examination it was discovered that the leather seating washer on the pump handle had started to break up. With real MMM spirit David Cooksey offered to take off one of the patches from his leather car coat to repair said damage, an offer which was gratefully accepted and enabled Mike to get his car going properly again!

The race was run on the basis of a staggered start, and thus resulted in lots of little private battles all around the long 2.3 mile circuit. Overall however the Austin proved to be too well handicapped and proved too difficult for anybody to catch, David coming in 2nd, Tim 5th and Mike 9th, Harry Whitehouse having to retire on his fifth lap with mechanical problems. Thankyou BARC and Brooklands Society, a very enjoyable day.

A WORD TO TRIALS TYROS - from MG Magazine
Sept. '33.

The word "reliability", as applied to Club trials, is something of a misnomer nowadays, for reliability is one of the modern car's most outstanding features, hardly necessary to demonstrate. Yet the reliability trial increases in popularity every season, for even if cars are reliable, the driver can make a grievous error, while his passenger - or pilot, or navigating officer call him what you will - has been known to err in a calculation.

The reliability trial organiser must lay down certain hard-and-fast regulations, otherwise every entrant would qualify for a "gold", with disastrous effect upon the club balance sheet. The first commandment, to be observed by all reliability trial entrants, then, is this: study and digest the regulations. Note why and how penalties are incurred, and the number of marks which a driver loses for breaking this, that, and the next regulation. As for the ones which involve disqualification - underline with red ink and learn them off by heart. Even the most experienced competitor may be caught napping, for, naturally, the regulations vary with each event, and every organiser has his own little traps, all nicely baited to catch the careless - but not necessarily the novice - entrant.

Next in importance, to the novice-entrant, at any rate, is the keeping of records. In trial work of any kind, the more quickly you gain experience, the better your chance of being high up in the list of finishers. So during the first few events, insist upon copious notes being taken: notes about the car and its equipment - or lack thereof; about the route, with the times of starting and arrival, and speedometer reading, at each town, check, and control; notes about anything and everything that may come in useful for jogging the memory at a later date.

Then after the trial, this information must be written and kept as a permanent record to which reference can be made when preparing for another event this or next season.

The third and fourth commandments are concerned with preparation. According to some people, of course, the only preparation required is a cheque in payment of the entrance fees.

It should not be necessary - only experience proves that it is - to say that the car must be in perfect order, recently greased all round, with sump cleared out and replenished, rear axle and gearbox drained and replenished, cooling system swilled out and refilled, and all other regular maintenance work carried out, as if for a 3,000 mile tour. Special attention must be paid to those accessories or components, which, if found inoperative at the conclusion of the trial, involve a more or less severe penalty. In some rallies, for instance, marks are deducted for inefficient electrical apparatus, so competitors are advised to fit new bulbs all round, examine all the wiring and renew any parts the insulation of which has been chafed, top-up the battery and grease the terminals, examine all fuses, clean the electric horn mechanism, and adjust if required.

Make a list of all the jobs which must be done and then set about each one systematically. Don't run the slightest risk; adopt the old Scots policy, "mak' siccar". So much for preparation of the car.

As for the front seat passenger-his duties and to what extent is he to guide and advise the driver? How best can the route card, maps, town plans, time schedule, watches, pencils, and scribbling blocks be carried? Where is the personal kit to be stowed and what is the most convenient size for suitcases? The emergency kit of tools must be available at a moment's notice - adjustable spanner, plug tester, tyre pressure gauge, two sizes of screwdriver, plug spanner, set of spare plugs, and combined gauge for plug gaps and contact breaker gap. While changing "by numbers", army fashion, will have been practised beforehand; and while the driver obtains jack and wheel brace from their respective positions, the passenger is already at work on the spare wheel fastening. (To be concluded next month, as space is insufficient this time.)

CAR OF THE YEAR AWARD SCORES
(AS AT 28.9.78.)

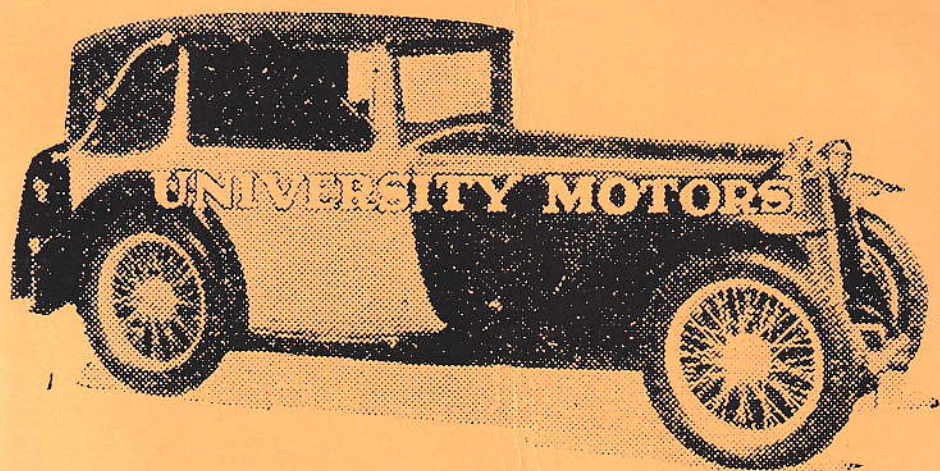
1.	Tim Hunt	'PA' "Bongazoo"	108
2.	Phil Bayne-P.	'K3'	99
3.	Mike Hawke	'J2'	81
4.	B.Bowles/M.Hewson	'J2'	76
5.	R. Beresford/ M. Hewson	'J2'	70
6.	Len Bull	'J2'	63
7.	John Wilkinson	'J2'	49
8.	John Adams	'PA'	45
9.	Tony Dolton	'J/P'	42
10.	Steve Dear	'PA'	37
10.	E. Taylor	'F'	37

12. I. Davison	'PA'	35
13. P. Green	'ND'	33
14. R. Smith	'J2'	32
15. Steve Dear/B. Foster	'F'	27
16. Chris Lewis	'PB'	26
17. Don Smith	'J2'	24
18. Dave Cooksey	'C'	21
18. Nick Sands	'L1'	21
20. D. Taylor	'L'	16

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Photos Opposite

- Top: Perhaps the only advertisement for a University Motors L-type.
- Bottom: They have a 'thing' about MGs - NOW!
In the '60s this D-type and M-type Sportsman's Coupe were a bit forgotten.



TRIPLE-M REPRESENTATIVES

CHAIRMAN: Stephen Dear,
River Farm, Clewer, Nr. Wexmore,
Somerset.

HON. TREASURER: Anthony Littlejohn,
Uplands Cottage,
Limsfield, Oxted, Surrey.

HISTORIAN: Mike Allison,
197 Rugby Road, Cublington,
Leamington Spa, Warks.

M, C, D, F & J TYPES:
Colin Tieche,
147 Wembley Hill Road,
Wembley, Middlesex.

INFOLETTER COMPILER:
Phil Bayne-Powell,
Kimber Cottage,
Glaziers Lane,
Normandy, nr. Guildford, Surrey.

LIBRARIAN: Nick Sands, 58B Poplar Grove,
Maidstone, Kent, ME16 0AN.

CONCOURS ADVISER:
Elwin Sapcote, Marcliff Farm,
Biddford on Avon,
Alcester, Warks.

N.W. CENTRE: Ray Masters, 7B Derby Road,
Heaton Moor, Stockport, Cheshire.

and John Goodacre,
19, Albany Avenue,
Eccleston Park,
Prescott, Lancs.

MIDLAND CENTRE: Peter Cranage, 11a New Coventry
Road, Sheldon, Birmingham 26.

HON. SECRETARY: Andrew Smith,
5, Peter's Close, Prestwood,
Gt. Missenden, Bucks, HP16 9ET.

REGISTRAR: John Reid, 6, Lawn Road,
Beckenham, Kent.

COMP. SECRETARY: John Adams,
5, Hares Lane,
Hartley Wintney, Hants.

TECHNICAL ADVISERS

P, K, L, N, Q & R TYPES:
Ray Whitcher,
4, Station Road, Kintbury,
Newbury, Berks.

YEAR BOOK EDITOR:
Barry Foster,
Jasmine Cottage,
25 South Street,
South Petherton, Somerset
TA 13 5AE

ASST. SPARES SECRETARY:
Nigel Watts, 7, Harefield Estate,
Camborne, Cornwall.

DEVON & CORNWALL CENTRE:
Nigel Watts.

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

S.W. CENTRE: Mike Hawke, 117 Upper
Westwood, Bradford on Avon
Wilt. BA15 2DN.

