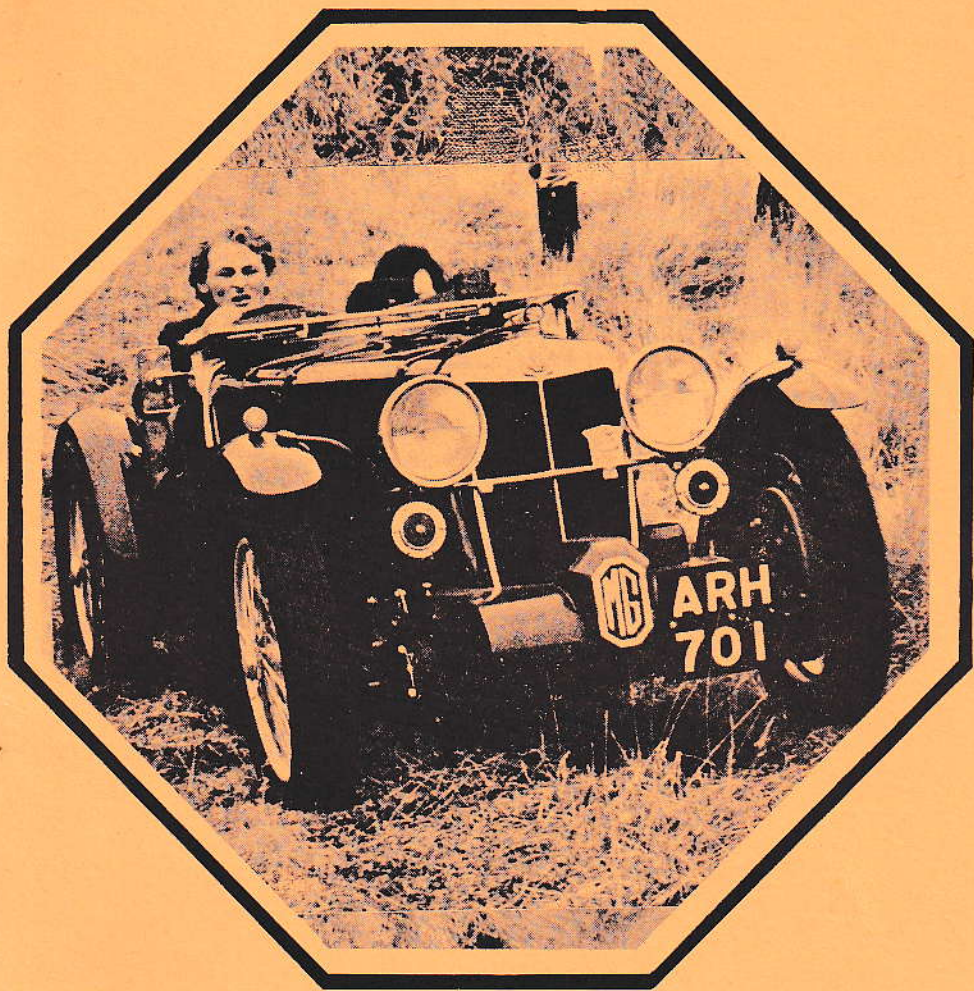


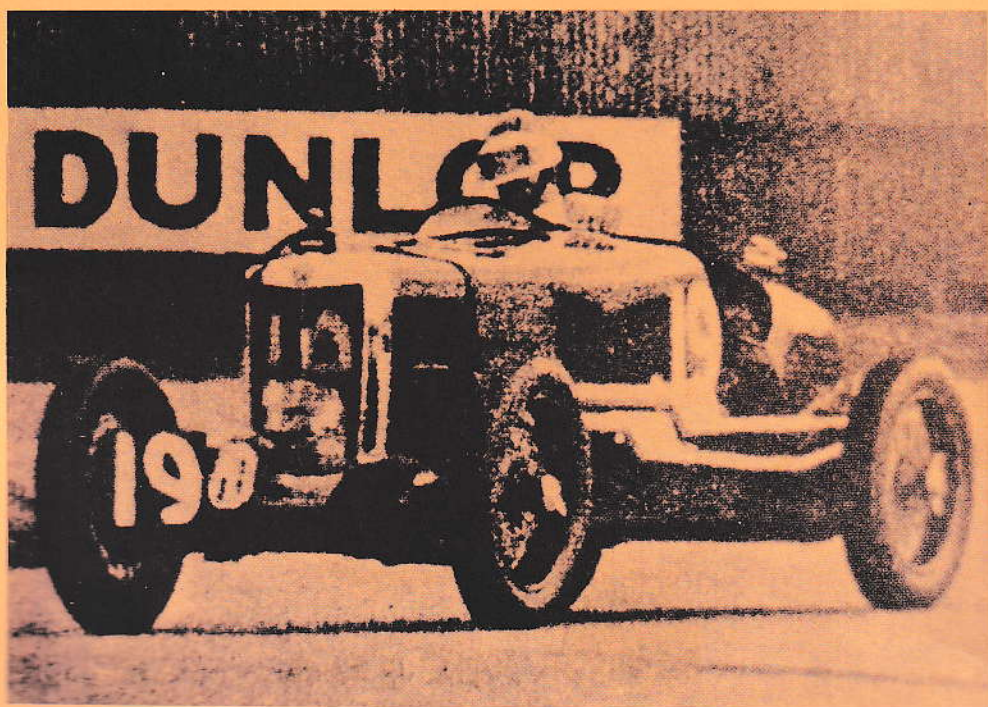


# **TRIPLE M REGISTER INFOLETTER**



**CAR OF THE YEAR**





TRIPLETS

Andrew Smith

Murphy's Law - whatever can go wrong will go wrong - has been in operation again. When I had too little time to do much writing for your benefit, then I was full of ideas, now confronted with this empty space I find they have all evaporated and the minor investigations that I have been pursuing into car colours are not yet mature enough to bear fruit. Once more then it will have to be administrative matters that fill the gap.

Firstly, for the benefit of our widely spread members we are completing our roster of area representatives. We now have enlisted the following people who you will be able to recognise because of the peculiar position of their right arm, after Chairman Steve had finished twisting it!

Firstly for Lincolnshire

David Taylor c/o "Lord Nelson" Inn, BRIGG, Lincs. (and if you should read this, David, please let me know your permanent address soon).

Secondly, Ulster

Simon Johnston, 25, Lansdown Gardens, NEWTOWNARDS, N. Ireland.

and for Tyne-Tees

Bill Wood, Ham Hall, Scruton, NORTHALLERTON N. Yorks.

We are particularly lucky in this last volunteer, for Bill of course, is the Vice-President of Tyne-Tees, so our policy of acquiring friends in high places continues with a vengeance.

PHOTOS OPPOSITE

Top:- The '33 Alpine Team of L2s

Bottom:- Q-type at speed at Brooklands.



In case the people in the southern part of the island are feeling neglected we have also rationalised the position in the South East, for Ian Davison will act as local contact. In fact, Ian has given up a goodly chunk of his spare time for in addition to the former task he has also assumed the editorship of the Year Book. Barry Foster has reluctantly given up as he is going back to college to do a Masters degree in Education, and I am sure you will all join me in thanking him for his very active years and in wishing him well in his exams. He will not disappear from the scene however, as there are plans for making another Register film to mark the Club (and indeed 12/12 M-type) Golden Jubilee in 1980, and he will act as co-ordinator for this project.

For the future then, all contributions, letters and photographs for the Year Book should go to

Ian Davison, Hawthorn Cottage, "Orchards", Munstead Heath, GODALMING, Surrey.

There now, this bit of scripture has not proved too painful at all, has it, but before I finish I will just recommend you all to go out and buy the new "Autocar", special publication "M.G. Sports - The Six cylinder cars". As you might guess from the title two thirds of this £2.25 soft back concerns our type of vehicle with lots of photographs and Sid Beers road K3, BP D 403 adorning the cover. Well worth the money, even if they have been led astray by Barre Lyndon and are contributing to the confusion surrounding the two K3 prototypes.

#### Editorial

by P.B.P.

This is the time of year when we are discouraged from working on the car due to poor weather conditions and instead we can sit and plan what we are going to do in the coming year. One of the things that we should try and attend is the International MG Rally at Hausach, which hopefully could be dovetailed in with a

holiday in the South of Germany.

In a different vein it was nice to see in a recent VSCC report of Cadwell Park that our MGs were complimented on with respect to looking nice as well as going quite quickly. I think that now all o.h.c. MGs are accepted we should not drop our much higher MMM Register standards and revert to 'specials' and 'ricers'. It is perfectly possible to compete in your standard car and get a great deal of enjoyment out of it, regardless of winning all the time. Most races are on a handicap basis so it is usually the luck of the game. It seems such a pity that people should reuse the age-old excuse of not having a body to justify building up a special. Barry Walker is producing body kits for most cars at a reasonable price, so why make one up that is different. If the time comes to sell the car the specials are not worth as much as the original looking article. The MMM committee does not approve of specials, and would much rather see an original PA or J2 instead of a J4-ish J2 or an NE-ish NA. Replicas have to be approved by the MMM select committee, and being replicas have to look better than the real article to achieve success. Peter Warne is currently producing a 1934 K3 replica that he has promised to look like the real thing, and after his previous car I'm sure he will produce a yardstick for all future replicas to aim for.

Quite a few K3 replicas are appearing in the motoring publications that are clearly based on a doorless L2 with a blower. This is something that the Register must resist at every turn.

Several members have been pursuing the record breaking idea for our clubs 50th anniversary in 1980 and the venue of Monthlery in France has been suggested for the attempts as it is a Brooklands style bowl rather than the road circuit of Goodwood.



Cars that could be used that spring to mind are Colin Tieche's C-type or J4, Dave Cookseys C-type, or Barry Foster' or Mike Gooch's C-type, or one of the C-type replicas currently being progressed by Patrick Gardner, Nigel Musselwhite and others. There aren't many Q-types that could be considered, especially as they are probably less suitable for long distances.

To tackle the 1100cc records we have fewer potential cars. Mike Hawke's Horton K3 replica or Peter Warne's new '34 replica being the two that immediately present themselves.

A continual bleat from members is the constant price rise of spares and cars. It is something that will go on getting worse. Nearly all of us can say 'that used to cost me only half as much', or 'I remember buying a whole car for £15'. Before we all depress ourselves, I think we should try to reorientate ourselves to the new values. Firstly our cars are worth £3-5000 when completed and if you think of a modern car of that price, compare its spare parts cost with that which you have to pay for your MMM spares I don't think you'll find much difference. So let us be realistic and forget those gloriously cheap days gone by; for they have definately gone.

Some interesting bits of MMM car movements lately have occurred. One is of a Q-type that has been brought into England from France, without a body but including blower and engine. Also brought back to this country by Dan Marguiles is the Stiles F-type that Trevor Komorany used to have years ago, fitted with non-original cycle wings and an N-type engine; subsequently sold to Paul Jaye of Gumjar Motors who tried to race it without much success. I now understand that it has gone to Peter Harper who recently bought my own concours Stiles.

Another car of interest concerns the PA of new member Graham Roots of Hindhead which has turned out to be a well known trials car of J.A. Benfield of Boscombe who as a private entrant did very well against the semi-works Crackers and Musketeers. It was originally

supplied with all the optional extras of bonnet strap, quick filler caps and extra instruments, as well as having a Marshall 60 blower and - would you believe - a pre-selector gearbox!! Unfortunately both of these latter items are now missing. It also was fitted with "special wheels for low pressure tyres", which may have been the 16" wheels which it has today; Mike Allison's NA was fitted with 16" wheels only a few months earlier. So if anyone can help Graham with the missing items we can look forward to seeing this interesting car back in action again.

I've just heard that Nigel Musselwhite and various others are progressing the record breaking idea for next year, and financial support may well be coming from a certain source. One of the ideas now is to make the record attempt venue the centre for a week of capers such as concours, driving tests etc. as the circuit will have to be hired for the record attempt. Nigel is kindly agreed to co-ordinate this whole undertaking, so if you have any suggestions, advice or contacts to help he'll be glad to hear from you.

I'm very sorry that this time we have had to drop the tips and hints column through total lack of any material. In future, therefore, if anyone wants ads for spares to be inserted in the Infoletter I shall now require you to give me at least one Tip or Hint for inclusion in this ailing section - even if it is only to tell us where you get your chroming/spraying/panel beating done. It will only take a minute more whilst you are writing the letter. Please help me to help your fellow members.



### Building a K3 Replica the Airfix Way

This highly detailed kit is based on Syd Beer's 1934 slab tank model, which is really a non typical car having certain 1934 features such as the wider sump and blower cowl with the MG motif on the front.

The springs and axles are first glued onto the chassis, and it is probably best to paint the parts at this stage, or even before assembling anything at all. The colour chosen is the blue of the Beer car, whereas most people will want to use British Racing Green.

If the parts are first painted before they are taken off their moulding 'sprigs' there will be an unpainted bit when they are taken off but this can easily be touched up when the part is on the model. Where the part is to be glued it will be necessary to clean off the paint to allow the glue to work.

The interior seat and carpet colours recommended are not very nice and a Matt Olive Green would be better, also the shock absorbers should be black and the dash board matt black, whilst aluminium painted wheels may not be everyones colour. The spare wheel carrier should be chrome for the Y piece whilst the castings are the same colour as the chassis. Also the headlamps I felt should be chrome coloured all over.

Although the instructions are very good, I found that the body and radiator when put on the chassis didn't appear to be far enough forward. The tie bar across the front of the radiator is excluded and the P/N type wing stays appear to be modelled, connecting to lugs at the sides of the rad. It could be feasible to alter this and at the same time lower the headlamp mounting which appear too high on the model even for a '34 car - I cut off the stalk for fixing the headlamps which helped a bit.

There is an external hand operated petrol tank pressure pump as found on Beer's car on the outside of the drivers cockpit - this is best dispensed with as is only relevant to this car.



The number plate at the rear is mounted too high and should be lowered, also the front number plate isn't supplied, stick on numbers to the apron not being original.

The driver is quite difficult to fit in and it is best to glue his arms on later so that they can be made to hold the steering wheel. Having said all this, the model is very well produced for 80p, and a very nice model produced of a '33 car if the various amendments are carried out.

#### SPARES FOR SALE & WANTS.

J. Disney (P.O. Box 2692, DOHA, QATAR, ARABIAN GULF) requires a radiator for his PB.

Peter Clarkson ('The Shamba', Lyndhurst Rd., Landford, Salisbury, Wilts.) requires for his PA:- 19" wheel, offside door handle, pair of side-lights and a pair of trafficators.

T.W.A. (Jackson-Stops, 14, Curzon Street, London, W1Y 7FH.) needs the following for his 1931 'M' type. Seat squabs and back, piping around interior trim, louvered side valences, rear valence under tail, grease nipples for steering and nuts and bolts.

Patrick Corbett (14, Wallgrave Road, London SW5) requires a new gear lever for his J2.

Brian R. Roy (15284 Forest Park, Strongsville, Ohio 44136, U.S.A.) is looking for these parts for his K1 Magnette. Workshop manual, other K type owners to correspond with.

Geoff Kirk (112, Front Street, Lockington, Driffield, N. Humberside) requires the following parts for his F type. Rad & shell, Petrol tank for F1 Tourer, Shock absorbers, wings, 5 x 19" side laced wheels, inner wings, windscreen and front engine mount.

Robert Wheeler (Well House, Well Street, Callington, Cornwall) has for sale one 6 cylinder Scintilla magneto correct rotation for MMM cars.

Barrie Frankland (6, Ballington Road, Oadby, Leicester) needs a pair of LBD 140 headlamps for his P-type, as well as a petrol tank with cap, windscreen mounted mirror and bracket, spare plug holder and odometer.

E.B. Ballenger (6, Wentworth Road, Hertford, Tel. Hertford 53703) requires a P-type dynamo bevel gear, starter button, seat adjusters, door handles; he has an N-type dynamo bevel gear and a P-type clutch pressure plate to exchange.

Tony Margel (10, Bentcliffe Lane, Leeds 17. Tel 680681) would like a pair of rear wing brackets for the front wings and also for the back wings for his M-type.

Terry Andrews (3, Winchelsea Avenue, Bexleyheath, Kent) requires the following P-type parts, 1½" dia. carbs, dash board switches, circular rear lamps, side light rims and/or glasses, dynamo brush cover plate, sump to oil pump pipe, brown gear lever knob, horn and dip switch.

Tony Jenkins (21, Turvey Lane, Long Whatton, Leics. Tel 0509-842506) has for sale a pair of new steel M-type side valences £12. 1930's Spotlamp 'Butler Saucerlamp' needs resilvering £3. He needs for his M-type a pair of headlamps, Lucas R47B or Rotax K701 also a black faced oil gauge. For exchange he has an M-type rad shell, P-type water pump, N-type carbs, 18" wheels, a switch, a 1½" downdraught SU carb and dash pot as well as other M-type bits.

Nick Sands (58B, Poplar Grove, Maidstone, Kent) has a pair of F1 rear number plate brackets. He wants an F-type fan belt.



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	£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
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

The J2 cranks are unfortunately being delayed by the heat treaters, who are being constantly badgered to produce them. To all members patiently waiting we apologise and are doing everything to get these cranks finished.

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

#### A WORD TO TRIALS TYROS continued from last Infoletter.

Every experienced trials competitor has his own particular scheme of organisation, but a beginner will not go far wrong if he takes the following as a basis, making such alterations as circumstances indicate are necessary.

The driver must take command throughout, and accept the sole responsibility for failure or success; this implies that nothing of importance may ever be "left to the passenger," and removes "whose fault was that?" Yet after giving careful instructions in every detail, and then relegating duties, the driver is entitled to expect intelligent assistance and practical advice from his passenger.

Have an attache case - of some light-weight material - about 14ins. by 9ins. by 4ins. inside measurements, for the safe custody of all documents, maps, and paraphernalia required en route. During the trial, this attache case is in charge of the passenger, who assumes responsibility for the safety of its contents. En route he extracts such documents as may be required, replacing everything in the attache case should he leave the car, even momentarily.



Articles that are in constant use, e.g., route cards and a scribbling block - may be carried temporarily in the cubby hole, but only for the time being, as this is too risky a place for anything of value, especially during the night when things suddenly and mysteriously "go missing". Town plans should be fastened in an inexpensive loose-leaf binder, or with a strong paper clip, so that after passing through a town the appropriate plan may be removed and placed at the back of the file, thus bringing to view a plan of the next town on the route card. As a scribbling block, there is nothing better than sheets of paper 8ins. by 5ins., fastened to a sheet of thick cardboard (about 9ins. by 6ins., or slightly less) by one of the "John Bull" type of paper clips. As one sheet is filled with notes - and writing grows large and very straggly, when the driver is "beating it" along a straight, fast stretch, to make up time before the next control - a slight pressure releases the clip and enables the completed sheet to be placed at the back, bringing in place of it a fresh sheet for further notes.

The fifth commandment insists upon somebody - driver or passenger it matters not - memorising the details of the route.

In the Monte Carlo Rally, for example, competitors should learn off by heart the chief towns. In the London-Edinburgh, memorise the hills, their names, gradients, approximate length and chief features, and their exact position in relation to each other and the nearest towns. Only by experience does one find out the enormous saving of time and anxiety which results from a properly memorised route.

The sixth - and last, commandment, for I have not sufficient space here to cover every aspect of the subject, deals with that all-important and vital factor, TIME - in capitals, please Mr. Printer, on account of its influence upon trial results.

Too much care cannot be paid to this aspect; and as the result of long and involved preparations for trial driving, I have decided that nothing less than four clocks or watches are essential. Now, everybody cannot be expected to fit four clocks on the dashboard as a permanent feature of the car, so I suggest that two pocket watches should be placed opposite the front-seat driver; in each case the right-hand watch shows actual time; and the left-hand watch the time at which the car is due at the next control or stopping place. There are ready-made fittings which will ensure these watches being kept steady and in a convenient position, without damaging the instrument-board. In a coupe or saloon, watches are easily mounted above the windscreen, otherwise, instrument-board mounting is the only other alternative.

Of these six commandments, "which is the greatest?" you may ask. For the novice in competition work, I say the first - study and digest the regulations; undoubtedly, ignorance and misunderstanding, more than anything else, lead to disqualification. And if a competitor digests the regulations, then he is much more likely to make careful preparations - and that, of course, implies the other five commandments.

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Ralph Bateman has kindly produced a list of ball races for MMM cars which we reproduce below with the various manufacturers designations. You will note that there are some gaps which it would be helpful if anyone can help fill in, also the bearings for these following items are to yet be filled in  
a) Gearbox Layshaft, b) Gearbox 1st to 3rd Rollers, c) Dynamo top and bottom bearings and d) steering box bearings. The Vertical Drive Torrington rollers are HJ142216 and IR101416 (2 off each).



LOCATION	RHP	HOFFMAN	R & M	SKF	FBG	BSI 292	REMARKS
FRONT WHEEL INNER	6205	125	LJ25	6205	6205	BRL 025	TAPERED ROL- LER SKF30205
FRONT WHEEL OUTER	6304	320	MJ20	6304	6304	BRM 020	SKF 30304
REAR WHEEL	6208	140	LJ40	6208	6208	BRL 040	
" DOUBLE ROW DIFFER- ENTIAL PINION	4208	140DR	3LJDJ40	4208	3208		
OUTER PINION	QJ305	325CD	DMJT25J	7207B			WHAT ABOUT TWO SKF 30305 TAPER- ED ROLLERS?
INNER	N305	R3	MRJ25	N305	NM25	RRM 025	
CRANKSHAFT	MJ1 $\frac{3}{8}$	MS12 $\frac{1}{2}$	MJ1 $\frac{3}{8}$	RMS11	MS12 $\frac{1}{2}$	BRM 1 $\frac{3}{8}$	J.M.
" DOUBLE ROW		MS12 $\frac{1}{2}$ CDS	IMDJT1 $\frac{3}{8}$				J.M.
" SECONDARY CLUTCH	LJ1 $\frac{1}{4}$	LS12	LJ1 $\frac{1}{4}$	RLS10	LS12	BRL 1 $\frac{1}{4}$	J
SPIGOT CLUTCH	LJ $\frac{5}{8}$	LS7	LJ $\frac{5}{8}$	RLS5	LS7	BRL $\frac{5}{8}$	J,D,F,M.
THRUST		N1179	INLJT1 $\frac{1}{2}$				
GEARBOX 1ST MOTION	6207	135	LJ35	6207	6207	BRL 035	'F' USES:- LLRJN35 (1) MMRJN30 (2)
GEARBOX 3RD MOTION	MJ $\frac{7}{8}$	MS9	MJ $\frac{7}{8}$	RMS7	MS9	BRM $\frac{7}{8}$	LLRJN $\frac{7}{8}$ (1) MMRJN25 (2)

## Service Information Sheet No.4

Date of Issue: May, 1933

Revised and Re-issued: February, 1936.

### DIVIDED TRACK ROD STEERINGS

The J.4. QA. and all K. models are fitted with divided track rod steering. This takes the form of a triple steering arm mounted on a swivel on the front axle beam and connected to the wheels by two independent spring-loaded track rods and to the steering gear by means of the draglink.

It is essential that anyone removing one of the divided track rods should see that it is replaced the correct way round.

On examining the track rod it will be found that the ball joint at one end of the rod is loaded by a coil spring, and at the other end by a coil spring washer.

The end with the double coil spring washer should be fitted to the triple steering arm.

The end with the coil spring should be fitted to the steering knuckle arms.

The draglink from the steering gear to the triple steering arm is fitted as standard with the long ball end at the steering gear, and the short ball end at the triple steering arm. This could be reversed without doing any harm, but as there is no object in reversing it, the standard position should be adhered to.

## Service Information Sheet No.3

Date of Issue: May, 1933

### GEARBOX OIL LEAKAGE FROM LAYSHAFT

J.Types, L.Types and K.Types fitted with sliding gear change.

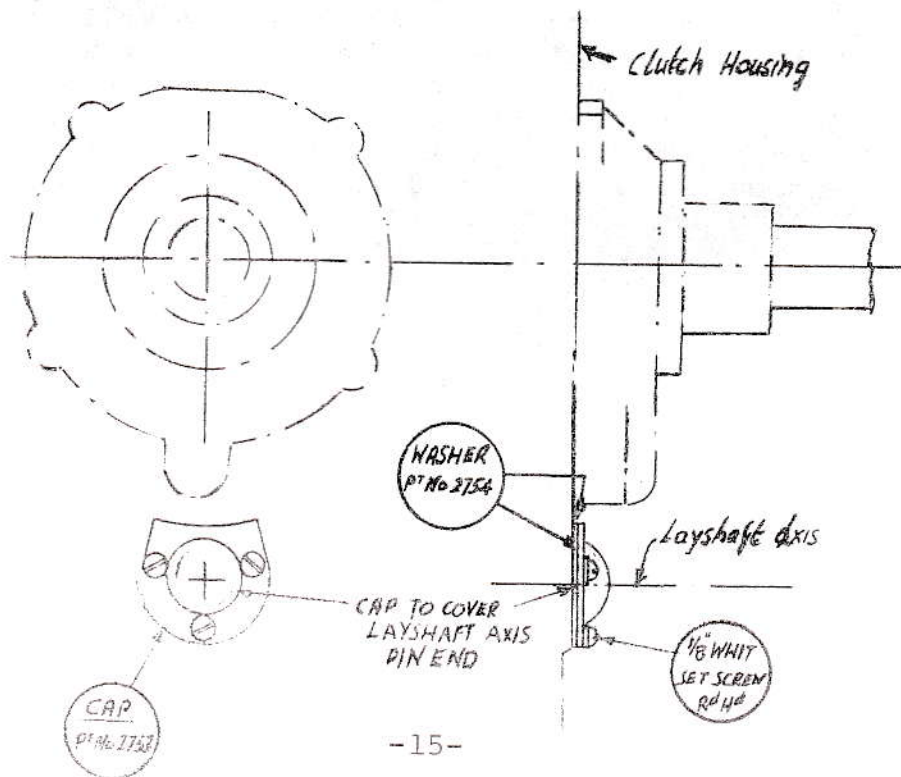


On all these models a gearbox is used having a double-helical constant mesh and third speed, also sliding gears for the other ratios. It has been found in service that an escape of oil into the clutch housing may occur through the front layshaft axis pin, which is pressed into the case.

This trouble is not very prevalent, but when it is found a small cover fitted with a washer and three screws can be fitted to prevent a recurrence.

The drawing herewith (Service Blue Print No.147) gives particulars of the cover, screws and washer, and also shows its location on the gearbox.

Supplies of these parts can be obtained as required, the Chassis Number should be quoted.



ANTIQUE & CLASSIC MOTOR CLUB OCTOBER TOUR  
TAREE, OCTOBER LONG WEEK-END 1978.

N.S.W. AUSTRALIA by Dave & Diana Dwyer.

Have you ever had that feeling that somebody  
Up There didn't like you?

After some weeks of fine weather, the heavens opened on the Friday before the Long Week-End, forcing us to abandon ideas of aero screens and instead put up the hood for the trip to Taree in the J2. The journey up the Pacific Highway was uneventful, apart from the occasion when an on-coming car hit an extra large puddle and doused us in a solid sheet of water: however by then it was raining so hard that we barely noticed the difference.

We were well north of Newcastle by the time the rain stopped at about 3pm, leaving us some 70 kilometres to travel to Taree. Half an hour later came the only other memorable feature of the trip, when we found a  $\frac{1}{2}$  kilometre length of the highway surfaced with gravel, sand and cement dust pending tar sealing. The dust was of course well soaked by the rain, and resembled rather dirty whitewash - result, one small MG covered up both sides with light brown slush, which set hard by the time we reached Taree. Inspection of the other vintage cars parked at the motel indicated that about half of them had come up that section of the highway, though we were the only ones with cycle guards, hence the instant decoration job.

Saturday dawned bright and breezy, and we spent some time shopping before going to check in with the organisers at Taree Park. Here we received further instructions, identity badges and a large bag of literature and assorted samples donated by the various rally sponsors. After lunch a coach tour was laid on to show visitors around the district: we returned from this to find the motel now boasted a total of ten vintage cars ranging from a large, sedate, 1925 Fiat sedan through a number of A-model Fords to our own rather stark two seat MG.



Altogether, the courtyard looked like a high quality used-car lot, with cars being washed and polished in all directions, ready for the next morning's Concours. Since our car is hardly a potential concours winner, we contented ourselves with a good wash to remove all traces of the Pacific Highway resurfacing operations, then headed off to the evening barbecue at the local Aero Club. This latter event went on for some time and the apparently limitless supplies of free grog must surely have impaired some competitors' concentration the next morning!

Eight o'clock Sunday morning found 113 cars and two motorcycles assembling in a local car park for the Concours judging and drivers' meeting prior to the road sections of the rally. To people like us, used to one-make events, the profusion of sizes and shapes was quite startling. The vehicles ran through the auto alphabet: Austin, Buick, Chrysler via MG and Nash to Vauxhall and Wolseley, the oldest being a 1912 T Ford while the youngest (!) was a 1955 Dodge. As a further touch, many people were dressed to match the period of their cars, which was especially effective on the older vehicles.

At around 9.15am cars started leaving at 30 second intervals on the first road section, which entailed nominating an average speed and maintaining it over the section. We decided on 25mph which in retrospect was probably a bit too slow, but it was the first time we had been involved in such an exercise. The 30kilometre route was simple to follow, taking us down south of Taree into the country and finishing at Wingham, where morning tea/coffee/cakes were served on the village green. From here, Section 2 took us on an observation run to Krambach. The questions were of the usual "What year was the bridge built?" type, with some more devions such as "If your friction is mechanical you need this". Baffled? So were we till we came upon a mail box with the name "Wynns" on it. As to "What hangs on the fig tree?", we'll never know -

we guessed "Figs" but some more ungrateful competitor wrote "It should be the organiser".

At Kramback, Section 2 ran straight into Section 3 without a break. We now had to cope with a combined observation and maintained speed run, starting at 11.48 and scheduled to finish at about 12.45 in Forster. However, the answers on this section were much harder to find (or perhaps we were weak with hunger by now) and it became more and more difficult to maintain our nominated 25mph. The final blow to our schedule was the bridge at Forster, where a set of temporary traffic lights controlled alternate single line traffic. We had no option but to join the queue, and it was 20 minutes later before we rolled off the other side of the bridge and headed for the section of beach front reserved for the rally cars.

Lunch at Forster was by courtesy of the local Surf Club, who had set up a barbecue and were producing excellent steak sandwiches, hot-dogs and coffee. Afterwards we tackled the two novelty tests (drive exactly one wheel revolution and drive exactly 6 metres) then set off back to Taree, pausing only to sample the local ice-cream, and allow our two-year-old to play on the beach. This she did with such enthusiasm that we had difficulty getting the sand out of the car after she had got in.

6.30pm found the whole party assembling at Taree West Bowling Club for the dinner/dance and prize-giving. The mammoth task of catering for the 350 or so people was very smoothly handled, but it did take a little while. In the lulls we were entertained by selected readings from the competitors' answer sheets, the organisers' equivalent of "Some Mothers Do 'Ave 'Em". When the hilarity had died down the prize-giving began: here the A.C.M.C. had excelled themselves, with no less than 48 sponsors donating prizes of all descriptions. Concours awards were made for overall winner (Ford Model T) as well as best Packard, best Chrysler, best Continental, best British etc.



The rally carried prizes for overall performance with separate prizes for each novelty event: this brought our big surprise of the evening as we suddenly found ourselves receiving a placque and ten litres of GTX, as a reward for accurately judging (guessing!) that 6 metre drive. After the prizes, speeches of thanks and so on, music and dancing continued into the night (for those with strength left to enjoy it.

Monday morning posed a problem: how do you fit 10 litres of oil into a J2 already full of 2½ people and their luggage? The answer proved to be a 1937 Dodge which came from the next suburb of Sydney, and had ample boot space.

We assembled at 9.30am with numbers rather depleted due to those heading straight home, and set off on a club run to the nearest point of the coast, at Old Bar. Here the only things organised were parking space and barbecue lunch, leaving us free to chat and look at cars.

By early afternoon, the thought of the 340 km back to Sydney began to loom large and we regretfully headed home. The conditions could hardly have been more different from our trip up on the Friday, the weather now being warm and sunny, with the wind behind us (very important when you only have 35 horsepower!) At first the traffic was light but later changed, and we spent some time barely moving, with the sun shining down on us and the heater turned on to stop the engine boiling. The joys of motoring on a Public Holiday.

Summarising, the weekend was a whizz. We did 830 kilometres, averaged 60km/h on the trips up and back, and 10 litres per 100 kilometres (about 28mpg) overall. The weather was great (mostly!) the company was great and we really have nothing but praise for the Antique and Classic Motor Club. This event is organised on a tri-ennial basis at Taree, Coffs Harbour and Tamworth, and we'll hope to attend again.

## Car of the Year Award. Final 1978 Scores.

1.	Tim Hunt	'PA'	"Bongazoo"	131
2.	Phil Bayne-Powell	'K3'		104
3.	Mike Hawke	'J2'		99
4.	B.Bowles/M.Hewson	'M'		93
5.	Barrie Dean	'M'		73
6.	R.Beresford/ M. Hewson	'J2'		70
7.	Eric Taylor	'F'		58
8.	J.C. Adams	'PA'		53
9.	Len Bull	'J2'		52
9.	Tony Dolton	'J/P'		52
11.	P. Gardner/ Janet Ashton	'J2'		51
12.	John Wilkinson	'J2'		47
13.	Peter Green	'ND'		42
13.	Steve Dear	'PA'		42
15.	Patrick Gardner	'M'		38
16.	Ian Davison	'PA'		35
17.	B.Foster/S.W.Dear	'F'		32
18.	Chris Lewis	'PB'		26
19.	Dave Cooksey	'C'		25
20.	Nick Sands	'Ll'		21

\*\*\*\*\*

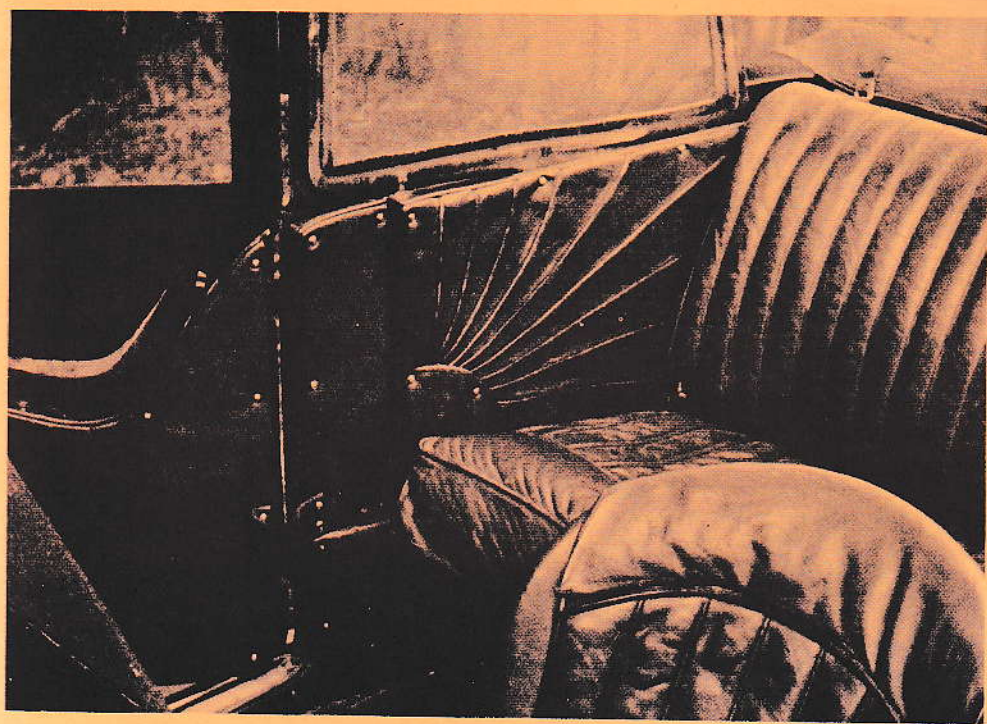
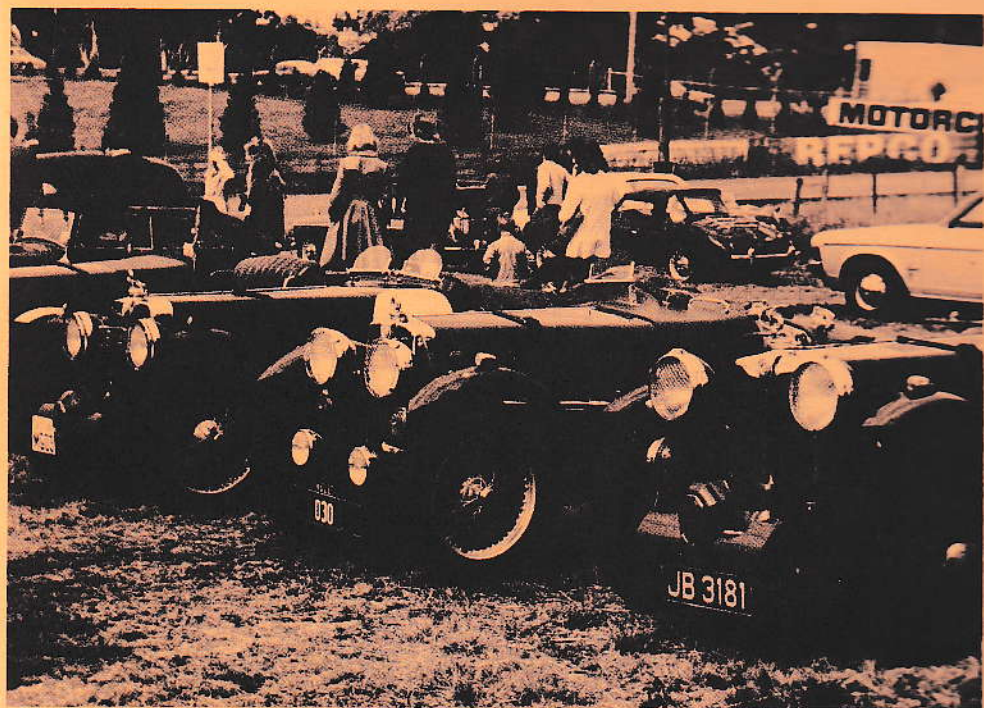
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### PHOTOS OPPOSITE

Top: Recent Australian MMM line up. Phil Vickery's K3016, Geoff Venn's PA, Frank Bett's K3004 and Ian Heames M-type.

Bottom: Interior of George Ward's K1.







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