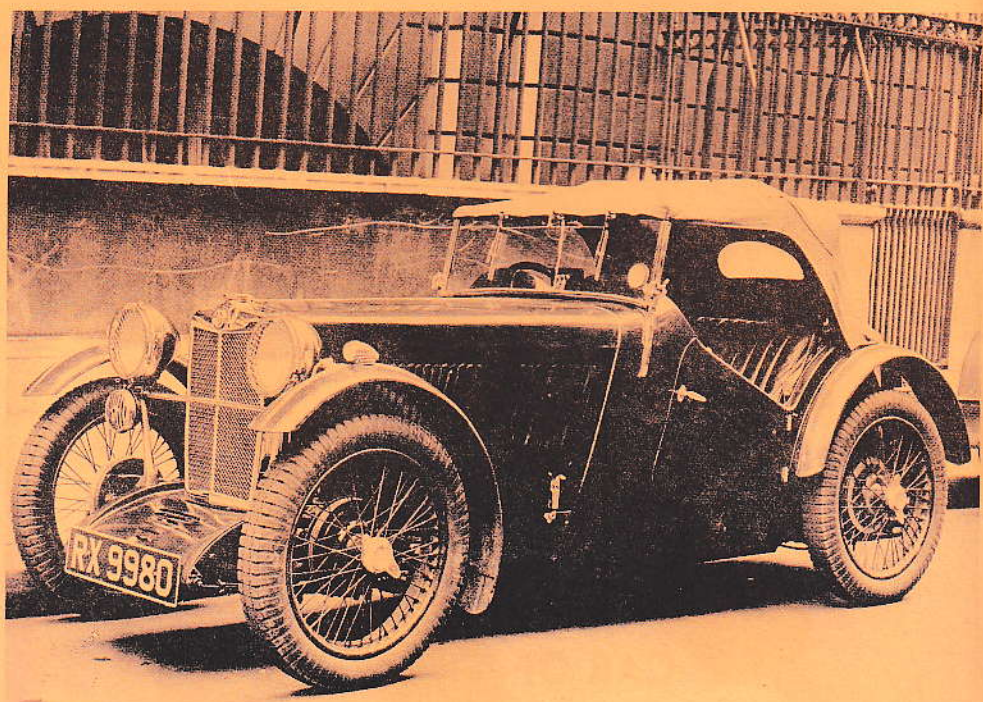
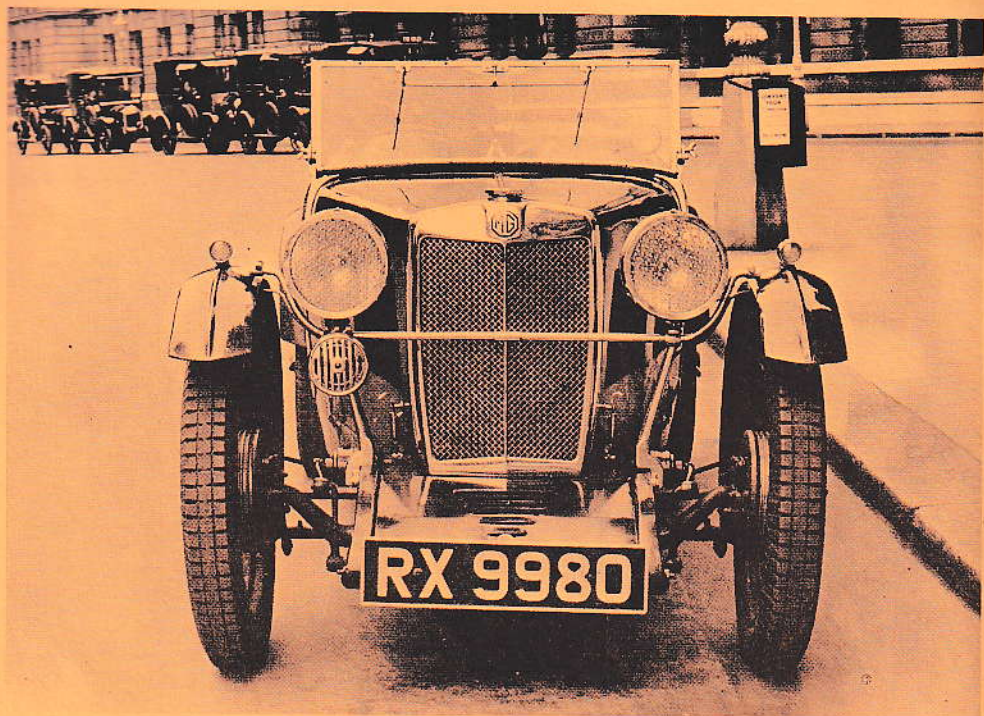




TRIPLE M REGISTER INFOLETTER



CAR OF THE YEAR



INFOLETTER NO.54

May 1979

TRIPLETS

Andrew Smith

For once I feel that all the words I churn out for "Safety Fast" and "Infoletter" have had some effect. As a result of my last pleas not one but two volunteers for the Treasurer's job stepped forward and the Breakdown Scheme list also grows apace. Thank you all for restoring my faith in your enthusiasm, but the coverage of the country by the latter arrangements is very patchy. It is now pretty safe to have a derangement in the South East but outside it is solely the Committee who would support you at present. Just because you know you are the only MMM member for hundreds of miles is not a good reason for not volunteering, indeed for the visitor to the area you would be more valuable precisely because of your lone location.

All our activities rely on the assistance of the members, and a very good example has just come to hand. It is now more than ten years since Phil Peckham produced the last MMM index, so, unprompted, Tony Margel offered to search through Safety Fast as well as the Register publications. When duplicating has been arranged therefore, we will be able to offer you, at a reasonable charge, a cross referenced list of all articles, photos or drawings of MMM interest which have appeared between January 1968 and December 1978 - and all because of one person's initiative, thank you indeed Tony.

PHOTOS OPPOSITE

The road test J2 - or is it?

See the article in 1979 Yearbook.

As an interesting thought with which to leave you, the most photographed model is the J with 72 on the list, while neither the D nor surprisingly the C figure at all.

Editorial

by Philip B-P.

This Infoletter looks to be a bumper issue thanks to all the letters and contributions. Keep it up folks. A new editor is still required for this eminent MG publication if anyone feels a literary bent.

Our new librarian Roger Thomas lives at 3, Kenmore Close, Kew, Surrey for those who wish to use the library facilities that Nick Sands so effectively built up.

Nigel Musselwhite is at present preparing a portfolio to present our proposed 750 record attempt to potential financial concerns. It is hoped that we may be using the Silverstone Grand Prix circuit using Nigel's offset single seater with an ex Geoff Coles J4 engine that Patrick Gardner now has.

It is good to report that our Secretary, Andrew Smith won his handicap race at VSCC Silverstone, and we are hoping to see a good turnout for our own Silverstone event.

Many of you may have seen that Geoff Coles' red J4004 is up for sale, and I have also heard that the ex Seaman '34 K3 is also looking for a good home, if any member feels he can afford the high prices these cars are likely to attract. Incidentally the ex Geoff Coles blue J4 is well looked after by Peter Altenbach in Germany.

It would appear that my remarks on specials have aroused a lot of healthy comment, and the letters received seem to favour the specials. This may well be because the special builder has to justify building the special in the first place. I still think it is a shame that we should resort to building specials - I don't consider it necessary to go faster to enjoy oneself on the track.

Once the standards are relaxed, I feel we shall end up where the VSCC were a few years ago with some of their cars sporting big fat podgy tyres and modern carbs.

Nigel Watts has made an interesting find and I quote from his letter "Just before Christmas I purchased an alloy body that had come off a PB. It had a registration number on the apron but nothing of interest. But the body had been altered at some stage in its life, and the apron only had one coat of paint (red) whereas the body had 7 including primer and undercoats. Its first coat was silver or aluminium then it was a deep red and the last coat was signal red. On replacing the old wood work I found four alum corner plates put in to strengthen the now weak structure. They had been cut out of the original front apron judging by the same layers of paint on them. They also had the remains of the registration on them, and when pieced together they made up GUR 963. Which is the PB bodied special made by Harry Lester in 1946 for Donald Pitt. There is an article on the car in MG cars 1948-1951 Brooklands Books. I thought that it was a Lester body when I bought it, but it makes it all the more interesting with a bit of sporting history.

I have now raised it to its original height and made new side valences and bonnet sides and apron, and fitted it to my J.

I receive many requests for back numbers of Infoletter or the Yearbook, and so that I don't have to repeat myself the extra copies of these that are left over are held by the Librarian who is now, of course, Roger Thomas.

So please direct your requests to him as well as any other photographic requirements of original works photos or period shots. Also don't forget that if you have any of these yourself Roger would be glad to borrow these so as to take a negative for reproducing these in the future.

YOUR LETTERS

Dear Sir,

I think it an excellent idea for members to put forward their ideas and tips on how they do jobs. I myself like a nice oil tight car and have fitted conventional lip seals to the crank front, gearbox rear and diff. in place of the oil return threads which in cars of our age will almost certainly be worn.

Another dodge which almost anyone can do concerns king pins and bushes. Slight wear in the axle end can be successfully corrected and the pin held tight with "Loctite" (also very useful for ball races in worn housings) The alternative treatments being expensive.

Secondly I have found that even with frequent lubrication slop in the bushes is detectable in under 10,000 miles but at this stage the pin should be OK the wear having taken place in the bushes. If the bushes are removed as soon as this situation is apparent they may be tinned internally using old white metal, replaced and then reamed, the pin being lightly polished with fine emery. A J2 I had did over 70,000 miles on one set of pins and bushes.

I hope that the above may be of use and interest to members.

Yours sincerely,

Graham Martin.

Dear Phil,

I was interested to read the editorial views in the last Infoletter as I feel there is another side to the argument. Before I go any further I hasten to add that I am trying to rebuild my "F" as an 'original' so I am not grinding a personal axe!

Most people who restore vintage, PVT or classic cars do so in a spirit of make-believe even if they are not prepared to admit it. The owner of the K3 or J4 may in his heart, pretend to rush down Bradshaws Brae while the owner of the J or F can indulge in the same sort of fantasies in a humbler key.. Unfortunately, there are not enough genuine competition Triple M cars available to satisfy the Walter Mittys that lurk in all of us, so the replica goes some of the way to meet the inner need. I agree it is a pity to spoil a good standard car to build a replica, but if the starting point is only a pile of bits, the urge to build a replica is understandable, particularly as the competition cars had so much in common with the standard products. Don't forget that there were countless MG Specials racing in the 1930s which began life as standard cars, so the tradition of the replica is as old as the cars themselves. You say that it is as cheap to build up a standard car as a replica, but this is not necessarily true. The cost does not stop at the frame and panelling, as very high prices now have to be paid for the fittings to bolt on to the body and chassis afterwards. If one starts with a pile of bits, these have to be obtained and often cannot be found even if the money is available. Rather than endure a frustrating wait with the possibility that enthusiasm may wane, many owners must be tempted to cut their losses, and build up their cars as inferior replicas of superior models, where lack of some of the standard fittings may not be so obvious, at least to the uninitiated. In other words, some of the replicas may be born of economic necessity and the inflated price and shortage of genuine Triple M parts.

If the cult of the replica is likely to get out of control, then perhaps education is the answer. It is quite likely that many Triple M members do not realise that the standard cars had a very honourable record in racing in their heyday.

If it was more widely known that J2s won on the Outer & Mountain circuit, that a Stiles F won a 100 mile race at Southport and an unblown NA lapped Brooklands at over 103 mph, to cite only a few examples, then perhaps the fantasies could be satisfied in the standard cars. I hope these comments may at least help to arouse some constructive controversy. Incidentally, what about the Cars of the Year in 1977 and 1978?

Yours sincerely,

David Venables

Dear Phil,

In response to your article in Infoletter No.52, I felt that I would like to add another viewpoint in favour of the MMM replica or special so that these very worthy machines are not denounced out of existence.

It is undoubtedly desirable to preserve and promote the maintenance of good original MG's, without which the Triple M Register could not justifiably exist and a significant piece of motoring history would be lost. The grey area, to which your remarks were addressed, lies amongst the cars which are incomplete, being rebuilt, or are currently specials or replicas and it is these whose future is being discussed.

Within the spectrum of Triple M ownership today there isn't available a sufficient number of the type of cars which many of us would like to possess. The original K's, J3/4's, C's, NE's etc. are unquestionably much sought-after collector's pieces so that with the exception of a most noble handful, we in UK rarely have the opportunity to see the original racing MG's in action. The reasons for this are pretty clear - original racing MG's have reached such a market value that few are prepared to use them competitively because of possible consequences; a relatively large number of these cars are concentrated in few hands;

a number of these cars are held solely for financial appreciation and not for use or enjoyment. Thus, only a fortunate few will ever have the opportunity of owning one of the 'exotica', and we must realistically ask how long it will be before these cars no longer grace our race tracks?

Now your contention that those of us who cannot avail ourselves of a true 'racer' should be content with the road going M's, J2's, P's etc. really is weakening the competition spirit - a fundamental facet of the MG marque which we must uphold, not dilute. The presence of a number of period specials, replicas, the Lester MG's and tuned/blown MMM cars have, in my view, formed the backbone of MMM racing over the last year or two without which the MMM Register would have had an uninteresting and diminished showing. For me the sight of Peter Cranage's replica NE for example is as good as the real thing, and what does it matter if a car is converted some 40/50 years later in much the same way that the MG Car Company created the original racing model - the spirit of the marque is being maintained in a far more generous and befitting manner than the "originality" niggles which currently obsessing the old car fraternity? Perhaps insufficient emphasis is placed upon the observation that the MG Car Company created its racing models by modification of current production models (with some exceptions), and we might acknowledge this as a characteristic to be emanated?

At the moment facilities for creation of replica racing MG's are probably better than at any time in recent years and I believe that we should seize upon the imagination and enterprise of the suppliers and members who have made this possible to ensure that the supply and presence of racing cars in the true MG tradition is maintained and hopefully increased.

By this means we shall have a new breed of exciting MG's which will make room for those which have permanently 'gone out to grass'.

Finally, however, we must be accurate in the naming of our cars and actively discourage situations where the true nature or builder's intention is deceptively or inappropriately described. Nevertheless this relatively simple matter should not be allowed to depress the enthusiasm, competition and resourcefulness of our members in achieving their ambitions and maintaining the breed.

Yours sincerely,

Alan Whitham.

Dear Friends,

I'm the proud (?) owner of a pile of junk which is supposed to become an NA...

I must say I'm a bit worried now that the list of missing parts is ready!

There is something which is not mentioned on my list, and this is perhaps the most important: I haven't got a box of bolts, nuts, pins, etc... and I'd be gratefull if somebody could let me have bits and pieces he doesn't want: even used and worn out ones, which will be very usefull for identification. Any NA bit will help, even if you can only lend it.

Thank you very much for your help.

Yours sincerely,

Georges Robert.

Dear Phil,

I have just received Infoletter 53 containing the letters discussing the construction of specials following your previous editorial.

In view of the seemingly antagonistic attitude of the MMM Committee to specials I haven't, as yet, attempted to register my P special, completed last year.

It was bought for £25 as a rolling chassis for spares for my normal bodied P some 12 years ago and subsequently saved from anonymity to take the road once again. However although apparently liable to be denigrated by the Register it has been accepted with praise and enthusiasm by the PVT Committee of the VSCC and on its first outing with the VSCC in Suffolk last year attracted considerably more attention from both public and the cogniscenti than my supercharged, albeit standard-bodied, 2 seater P that was either parked alongside it or driven immediately behind it on the road run. JB5206 has an early Shorrock's opposed-port supercharger between the dumb-irons and mechanically is more original than my other P type as this was converted to hydraulic brakes prior to my purchase in 1964 and which I see no valid reason to change.

George Eagle correctly states that many of us would like to own a genuine racing MG whilst Tony Dolton says that some of us prefer designing and building specials this is particularly true when the end result is all ones own work. On JB5206 the only work I didn't do myself was to upholster the seats and chrome the headlamp rims and tie bar.

There is I assure you a great deal of satisfaction in being able to say that it is all my own work rather than that of an expensive firm of restorers.

It was not designed as a Q replica just an amateur panel beaters exercise in mid '30's road-racing styling and was conceived after seeing the Count de Wurstemberger's '34 K3 at Silverstone some years ago. Indeed the photograph of that car published in Safety Fast has hung on my workshop wall for several years as a source of inspiration.

I enclose some photographs which I shall be pleased if you will return in due course. I hope you will agree that JB5206 is a credit to the MG badge on the radiator and which, having been saved from the ignominy of being reduced to spare parts, she carried with pride.

I also hope that you and the Committee will not continue to be so keen to condemn the amateur body builder - after all many professional coach builders in this country and the continent felt sufficiently challenged to put their own body on an MG chassis.

Yours sincerely,

Brian Harries.

Dear Philip B-P,

I would like to give you and the Triple M Register some information about the MG activity in Norway. As you know our "Norsk MG Register" are founded 1970 and has 48 cars before 1955 registered in our club. 1 M-type, 5 J2, 3 PA, 1 PB, 1 L2, 1 K1, 1 NA, 1 NB, 3 VA, 1 SA, 1 YA, 5 TA, 7 TC, 10 TD, 1 TF and 2 F2, 4 F1. We have 6 F-types in Norway and that is rare and surprising us. We know about some more around, but they don't want to join us. (1 TD and 1 N-type).

We have our yearly meeting, a long weekend with sprint-concours and Gymkhana. Enclosed you will find some pictures of the 78 meeting at ByGard outside Gouik. I hope you or "Safety Fast" can use it and return it to me later.

As you perhaps know Norway is a very long country and you will find MGs so far north as Hanstad. Last year we was 11-Register cars before 1955 at the meeting, and some had up to 1000km to drive there and back to join us.

And we know that only about 20 cars are on the road. The rest are "waiting" for a rebuild or under rebuild. This year we will hold the meeting at the same place ByGard outside Gouik 16th-17th juni 1979, and we hope that some member of the MG Car Club will join us, and we hope specially from the Triple M Register. We can promise you that we will take care of them. ByGard is own by my brother in love and I am myself the "chief" of the meeting. So please take contact with me if somebody wants to come and visiting us.

In my own garage I am just finishing my 3-rebuild a PB. As you perhaps remember I have rebuilt a J2 and a F1 before, as we use dayly in the sommer seasen. All with Tieche rebuilt engine and gearbox. The next car on the program is a J4 replica. The engine, gearbox and blower are by Tieche. I am allso slowly working on my K1 and colecting parts for my F2. So you see I have no problems with my spare time in the next 10 years. But it started to be a interesting collection used by the whole famely, and give all of us a lott of fun (and me the work) and I like it!

Regards,

Per Gjerdrum

Dear Phil,

Received Infoletter today. I obviously wasn't concentrating when I read the previous one, because I don't remember anything about the "Breakdown Scheme". However, I would be happy to help anyone on the lines suggested by Nick Dean, although I feel 50 miles out is extremely generous in this part of the world, where MMM members are fairly thick on the ground. For example, if the breakdown was north of here I would be tempted to give them your number, or Ian's, etc.

You mention a good point about people feeling embarrassed about mentioning points of interest in case they look idiots. Also I feel that my own experiences with my cars may not be interesting to anyone else, and hesitate to write for this reason I think others may feel the same way. On the other hand, I enjoy reading anything to do with MMM so perhaps people may be slightly interested if I write. For example, I could relate the problems I am having at the moment in starting the KD tourer. The engine is tight, very tight when first cranked, but once moving less so, and a combination of starting handle and starter turns it over fairly well so I am hopeful that I will not run a bearing during the running-in period. However despite a good spark, petrol flooding everywhere (aerostart as well) timing correct, it will not start. I think it needs cranking for longer, and we run out of puff rather quickly, so the next stage I think is to adapt a starting handle to fit into the power take-off from a Land-Rover, and if this should be successful, I will gladly loan the tool to anyone in a similar predicament! We have towed the car in gear carefully but this doesn't turn the engine, hopefully this is only the bands slipping under low pressure conditions.

One small point for Hints & Tips that I learnt for the first time at Clewer in October. I arrived with oil over rear brake drums, a situation I had avoided in the past by only half filling the diff., but this is hardly good practise. Someone suggested that oilbreather hole was probably blocked and sure enough a prod around with a nail on top of axle casing found the hole covered in layers of paint. Clearing this has cured the problem. I feel other people may not know of the existence of this breather, as it is usually covered up on dirty axle casings.

for now,

Pete (Mace)

Dear Philip,

Thank you very much for your informative letter. Oddly enough living here is not much different, same climate, same sort of countryside and the place is riddled with Englishmen. We even have a very active Vintage Racing Club with about 6 or 8 races a year locally in addition to the big events in California, Oregon etc.

My ND is no.0484. Engine no.736/An and has that annoying stump puller 2nd gear. I have 600/16 wheels and the brake drums have large lightening holes. This is the way I got it. The car was bought at auction 3 years ago in England and shipped out here where I acquired shortly after. It was in a rough but complete state so I did a chassis up restoration, during which I discovered that in all structural and mechanical aspects it was excellent.

One of the first things I did was to port and polish and match up the valves. Regrind and lap and reduced the head depth from $3\frac{37}{64}$ " to $3\frac{17}{32}$ ". I replaced the seal but it still throws oil on the dynamo a bit.

I put new brake cables all round, relined brakes and clutch and did a sneaky bit of re-profiling on the brake shoe actuating cam to increase the mechanical advantage by changing it from a lifting to a lift and cam action thus:-



This would be left side front viewed from the side. As a result I find the braking considerably improved for the same pedal pressure and light braking appears to be more sensitive with good linings.

I have a new original distributor from Barry Walker that seems to have cured a lot of small problems and it is now very free revving up to 6,000 if I need it. I am, however, trying to limit it to 5,500 until I've done bearings and full balance.

I don't know what B.H.P. it is producing but, if this is any guide, I am doing Laguna Seca in California in 1.42. This is a 1.92 mile course with one 2nd gear hairpin, 9 corners and a 250ft. change in elevation. This was enough to get me 3rd place in an up to 1947 all comers meeting including 3 SSK Mercedes, 1947 grand prix Talbot Lago, single seater 2 litre AC engined frazer nash special, Type 35 and Type 40 Bugatti etc. etc. Mind you I had a bit of luck here and there but all the same!!

My problem is that although I have a fair amount of experience in pre-war cars (VSCC member back in 1959-64) and used to work for V.W. Derrington back in those days in Kingston etc. etc. I do not have good access to the specialized knowledge about Magnettes such as is available to you and other active MMM Members.

Yours sincerely,

Miles Fenton.

TIPS AND HINTS

Clerkenwell Screws Ltd., 107/109, Clerkenwell Road, London, EC1, stock almost every BSF size nut and bolt including such rarities as $\frac{1}{2}$ " half nuts suitable for 12" brake shoe pivot pins.

Universal Bearings & Transmissions Ltd., 35, Chatham Place, Brighton, BN1 3TN stock most Triple M size ball and roller races and bearings or can get them at very short notice.

Oatway Radiators Ltd., 4, St. John's Road, Hove, East Sussex, BN3 2FB made an excellent job of repairing a badly dented F-type radiator shell and will also quote for repairing damaged honeycombs.

Chassis Components Ltd., 80, Old Shoreham Road, Shoreham-by-Sea, Sussex made an excellent job of straightening a badly bent J2 frame, filling unwanted holes in it and fitting a Mike Dowley replacement kit for the rear trunnion housing. All for £30.00 + VAT, compare this with Blakers' prices!

Further to Ralph Bateman's bearing list in the last infoletter, the following may be of help:

Dynamo Top Bearing : Hoffman LS5

Dynamo Bottom Bearing : Hoffman LS8 (SKFRLS6)

Marles Weller Steering Box : SKF 1131378/
P2658

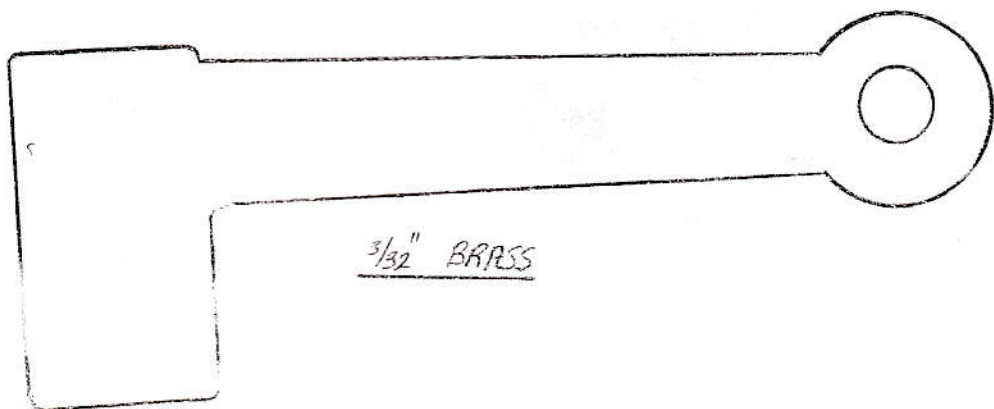
J/M Crankshaft Ballrace : RHP QJM 1 $\frac{3}{8}$ (Single row with split inner race - One needs a second mortgage though because it costs about £60)!

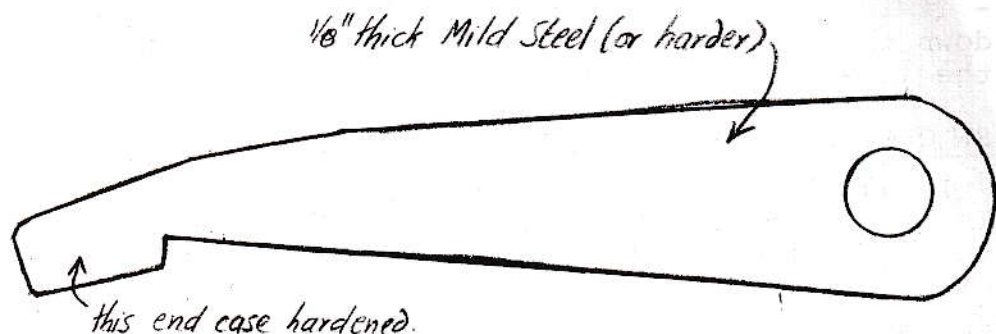
Tony Dolton gets his engine work done at Mascot Engineering, Southall with satisfaction. He also recommends John Kirby, Thomas Sedgwick (Engineers) Ltd. at Princes Road, Cores End Corner, Bourne End, Bucks. (Tel 28220) for shot and bead blasting, all engine work except bearings. He gives a 15% discount to VSCC racing members.

John Savelli recommends 'Tekaloid' paint for chassis and running gear parts. It is supplied by Thornley and Knight, Birmingham.

Terry Andrews is hoping to make up some gearbox reverse gear stops and some rocker cover nuts at the night school he is at. He has the first batch in their cast state, and is hoping to do oil dip stick tops. He would like to swop these items for parts he needs, such as a centre panel switch, a pair of P-type SUs or other items mentioned in Infoletter 52 (write to 3, Winchelsea Avenue, Bexleyheath, Kent).

Nick Sands sends us details of two useful tools. The first, brass, tool is for adjusting the clutch clearance so the $\frac{3}{32}$ " thickness is critical, the hole in the handle is for tying a piece of string round, which when secured, prevents the tool from dropping into the clutch. The second, steel, tool is for adjusting the track rod ends on 12" braked cars, and the blade was ground and filed to make it a snug fit before case hardening. The hole in the end is for hanging it up. Nick tells us of two books that might interest members. 'Motor Tramp' by John Heygate is about touring on the continent with an F-type with one or two nondiscript pictures. 'Touring Abroad' by Tom Wisdom is later (1960) but has a picture of MG 2603 in the Alpine Trial of '34.





Since the original Tecalemit oil filter elements have been unobtainable, I expect people are now using the Crossland filter. This was fitted to the K3 and recently when inspecting the oil filter, the element was found to be collapsed. The difference between the old Tecalemit one and the Crossland filter is that the former has a coil down the middle thus preventing the element from collapsing. It may be that Castrol R, being thicker, made the situation worse, but equally a dirty oil could, in conjunction with an old clogged filter, produce a collapsed element. It would appear to be a good idea to fit a stiffening coil down the middle to prevent this happening.

Rev counters sometimes come out of the end of the camshaft drive fork, and to prevent this I fit a light coil spring over the fork. However I found that the outer cable was much too long for the inner cable so that it was either coming out of the camshaft end or the instrument end.

So having found that the instrument end collar comes off the end of the outer cable quite easily - it is lightly crimped on - I found that cutting down the length of the outer cable ensured that the inner was firmly engaged into each end.

SW CENTRE MEMBERS

In addition to the list of members quoted in Infoletter No.50, Mike Hawke would like to add the following whom he rudely and unreasonably omitted.

PETER COX	DURSLEY	PB
PETER EVANS	BRISTOL	J2
JEFF LLOYD	BRISTOL	PA
BOB READDIE	GLOUCESTER	D
IAN RAMSBOTTOM	BRISTOL	PA

SPARES FOR SALE & WANTS

A.J. Barnard (Valley View, Udimore, Rye, East Sussex Tel Brede 882589) requires the following P-type parts, a reserve petrol tap, mileometer and drive cable, 2 headlamp reflectors and glasses, windscreen side brackets, trafficators, T-type windscreen side brackets and some Austin 7 parts.

Tony Jenkins (21, Turvey Lane, Long Whatton, Leics) has for sale an M-type 3-speed gearbox (£8); white faced Eureka O-160 oil gauge (£10); J2 remote control (£10); 2 No.P/N side screen $\frac{1}{2}$ wing nuts with circular bases (£5); New Lucas flange-mounted rear number plate lamp (M/J2) (£5); MG/KLG aluminium 4 spare plug holder, 1 No. 14mm and 1 No.18mm (£4.50 each). He wants an M-type bonnet or top sections, and J/K/L windscreen or mounting brackets (or even Morris 8!!).

J.P.A. Savelli (Bogend Farm, Falkirk, Scotland) needs a P-type flywheel flange, a Luvax link arm or complete shocker unit, also a crown wheel and pinion set.

Tony Dolton (44, Barn Drive, Maidenhead, Berks. Tel 06288 3016) wants the following J2 parts, gearbox, windscreen seats, hood frame, exhaust manifold, door handles, locks, catches and hinges, steering wheel, water manifold, clamps, rear engine mounting, front hub bearing spacer, 2 clutch fingers, two P-type brake levers. He has the following for swap for the above J2 steering column/box, P-type exhaust manifold, P-type windscreen without brackets.

Per Gjerdrum (Broveien 3 1315, Nesoya, Oslo, Norway) requires the following F2 parts, front wing stays, rear spring front cross tube assembly, end bracket assembly for rear spring front cross tube, third cross tube assembly, end bracket assembly for third cross tube, set of SU horizontal carbs, 4 small and 4 large aluminium chassis mounting brackets, F2 bonnet or pattern, engine mounting bracket, 2 trunnion bolts for brake cross tube, steering wheel centre bolt, 4 rubber bump stops for front axle, accelerator cross shaft assembly, 2 door striker plates, set of seats, headlamps, 5 good wheels, F2 speedo. For his J2 replica he would like a Bishop cam steering column, and supporting cross tube, and a 4-spoke steering wheel.

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
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P-type white metal camshaft bearings	£11.60 a set
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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)	£30.00 a pair
Brand new M-type 0-80mm speedos, with correct <u>over</u> 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/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	£1.75 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 15% VAT, whilst
MG World '75 at £4 has no VAT.

Anyone interested in new P-type cranks please
get in touch.

Scottish Activities

by Mike Hawke

By the end of March the Scottish Centre will
have held no less than four autotest meetings
and one production car trial during 1979.
This, I believe, far outstrips the programmes
achieved by other home centres. Why,
therefore, are not Scottish MMM cars firmly
in control of the C-o-t-Y score table? The
reason is that there are few MMM cars in
Scotland (perhaps John Reid can tell us how
many) and, of those few, only a minority
are running.

However, MMM is not dead north of the
border. Donald Frazer, who is on the Centre
Committee and runs the Campsie Glen Dram 'n
Drivel (sorry Noggin and Natter) is re-
building a PA. He knows of at least two
other P-types and a K-type in Glasgow. Then,
Brian Hopkins regularly campaigns his J2,
which, alas, has a F--d engine.

If you plan to take a holiday in the West
of Scotland this summer, you could do worse
than to plan your itinerary to pass through
Lennoxton on the third Tuesday of the month
and call at the Campsie Glen Hotel. You
should find a number of kindred spirits and,
if you can keep the wife/fiancee/girlfriend
out of the dining room it should not be an
expensive evening.

MMM Competition Notes - JOHN ADAMS

The first scores in this year's Car-of-the-Year Award are shown below. Tony Dolton's early lead represents a dramatically successful debut for his "New" P-type special, including two first places at VSCC Donnington (where Don Smith's 'J2' also came first in another race, and other MMM cars ran well). It is tempting to suggest that Tony's car will follow the pattern shown by last years Car-of-the-Year Award winner, Tim Hunt, which was also in it's first full year of competition. However, these notes are written immediately before the MG Silverstone Festival which could entirely change the picture, and in any case Tony's car is unlikely to benefit from the "variety" bonus points of an all-rounder.

From the claims of Mike Hawke, it seems that he has emigrated to Scotland, with results in 3 autotests and 1 sprint. Mike writes that motor sport in Scotland is very different from down South. They apparently take their autotests very seriously and, for example, the "practice day" on March 4 involved the most cut-throat process imaginable with competitors having as many goes as they liked at each test and doing their best to beat their own or somebody else's best times. It seems that the MG Midget is the only car worth having, and in the events in which Mike has been involved, there has not been an 'MGB' in sight. MMM had been entirely absent with the exception of his 'J2' and although this perhaps explains his position in the C.O.T.Y chart, it also shows how other MMM members can gain quick points by entering the less well-attended meetings.

As a reminder, my new address to which claims should be sent is "Lamorna", Recreation Road, Burghfield Common, Berks, RG7 3EN.

Some future diary dates:-

8th July	MGCC SE Goodwood Sprint
21st/22nd July	MGCC HAUSACH
28th July	VSCC Second Silverstone
4th/5th August	MGCC NW Oulton Park Weekend
11th/12th August	VSCC Prescott Hill Climb
19th August	MGCC Beaulieu
26th August	VSCC Cadwell Park Race Meeting
9th September	MGCC SE Brands Hatch
9th September	MGCC SW Babdown
22nd September	MGCC SW Wiscombe
14th October	MGCC Cheddar

CAR OF THE YEAR AWARD AS AT 25th MAY, 1979.

1	Tony Dolton	'P'	47
2	Mike Hawke	'J2'	39
3	Steve Dear	'PA'	34

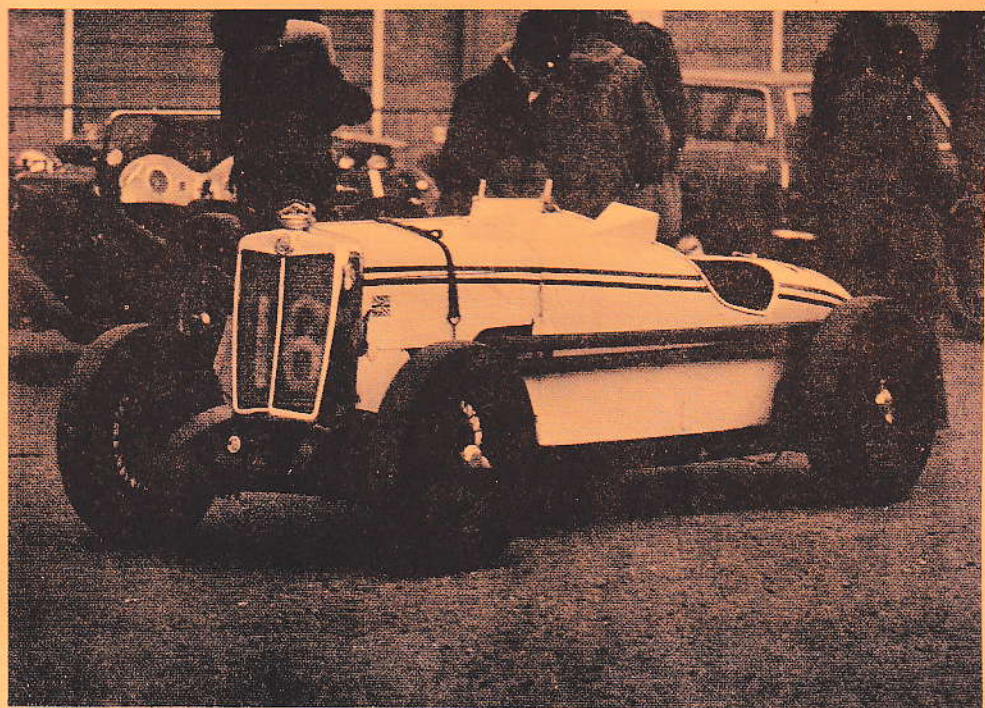
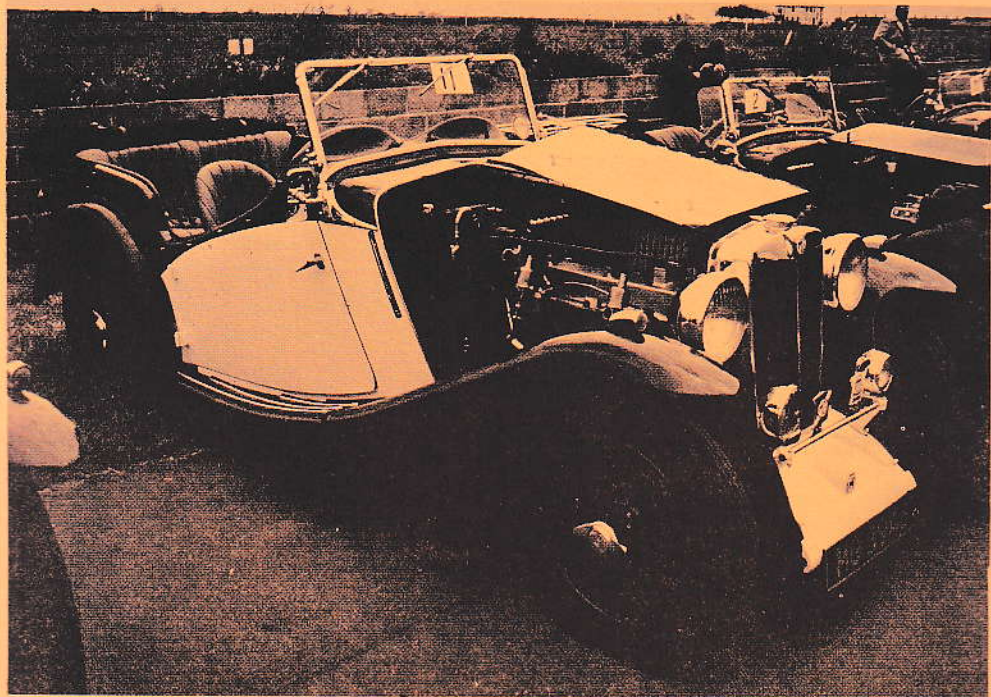
4	Chris Lewis	'PB'	26
5	Alan Grassam	'PA'	23
6	Ian Coxen	'PA'	22
7	Don Smith	'J2'	20
8	Andrew Smith	'PB'	13
9	John Wilkinson	'J2'	8
10	Patrick Gardner	'J4' Rep.	8
11	Ian Davison	'PA'	6

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PHOTOS OPPOSITE

Silverstone 1977 Top:- Concours NB 4-seater

(Adrian Mott) Bottom:- Peter Cranage's NE replica.



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