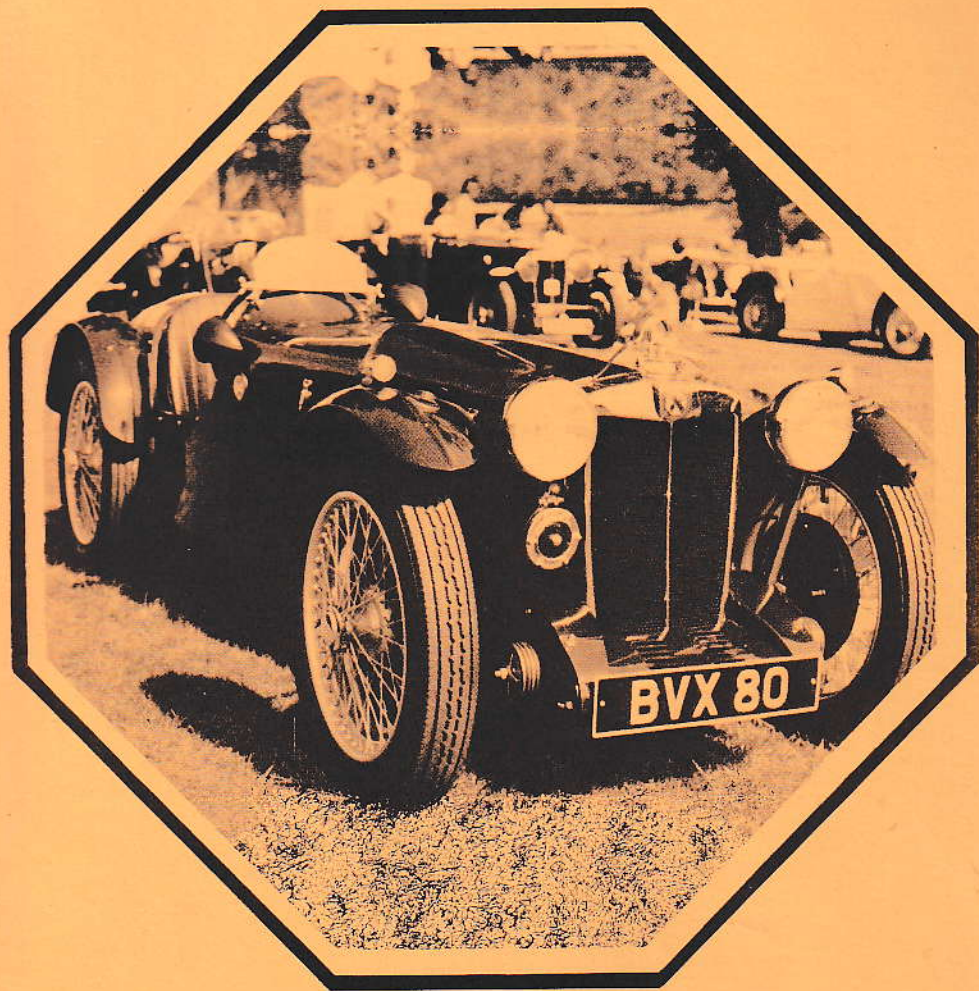
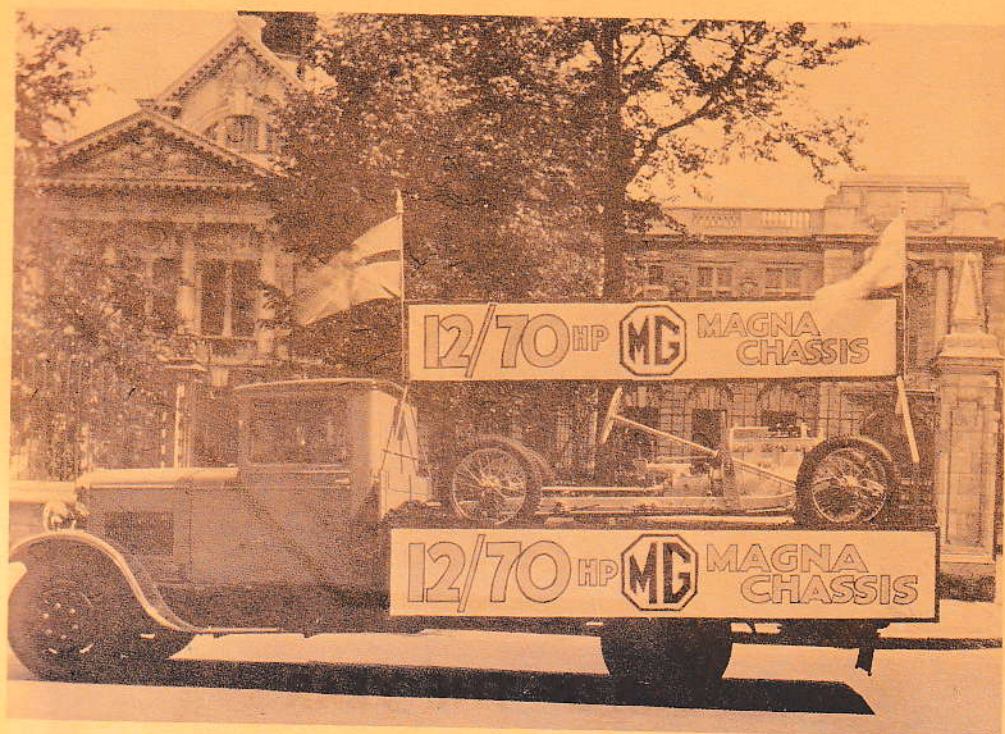
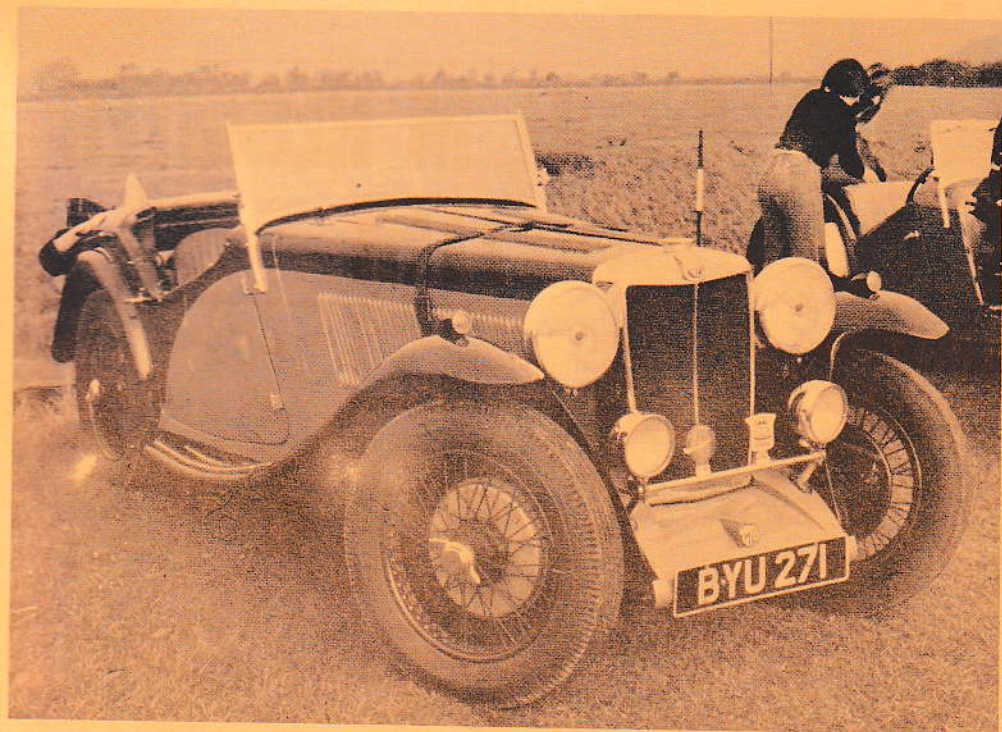




TRIPLE M REGISTER INFOLETTER



CAR OF THE YEAR



M.C. Car Club

Triple-M Register.

Infoletter No. 56.

Editor. To whom all copy should be sent.
Mike Hawke, 117, Upper Westwood,
Bradford-on-Avon, Wilts., BA15 2DN.

Circulation Manager. To whom all s.a.c.s should be sent
Size 7" x10" please.
Tony Roodhouse, 14, Nelson Gardens,
Boxgrove Park, Guildford, Surrey.

Cover Pictures.

Outside Front.

Car of the Year 1978. Tim Hunt's PB based special "Bongazoo", seen at the 1978 Beaulieu gathering. This car was, of course, constructed in its present form from a 4-seater by Archie Craig in the immediate post-war years and made quite a name for itself in Scottish motor sporting circles.

Inside Front.

Top. The well-known Allingham bodied NA of Phil Bayne-Powell. That's what Nick Sands who makes up these covers tells me but I am not so sure that it isn't Rosemary's car.

Bottom. The M.C. Roadshow displaying one of the very early F Magna chassis in Wales in early 1932.

Closing date for copy for Infoletter 57 will be end of January 1980.

EDITORIAL

Too there had to be an editorial, at least for this issue. It is right and proper that I should say "Good Bye" to Phil Rogers-Forsell and I had written a little something on this matter. However, Chairman Mike has pulled rank on me and done it instead.

And as the new boy takes over. Things around us change and the Infoletter is bound to be influenced. The number of second-hand spares around is decreasing. Thus the Infoletter becomes more important so that those on the search can cast their net wider. At the same time it will contain fewer bits for sale. To keep the thing going you all need to do your bit!. However, please keep your requests within the realm of common sense. One appreciates the desire to keep the maximum amount of original fabric in one's car. One also appreciates that second-hand bits will be less expensive than new. But there are some bits which one would NEVER use second-hand... and there are requests for some of these in this very Infoletter. I refer to things like brake cables, gaskets, valves and springs, transmissions etc.. Some of these bits are quite cheap and not to fit new varies from false economy to foolishness. With qualifications this also applies to camshafts, rockers, pistons etc.. And who, among private members, is likely to have a wiring harness for sale? We must keep our engineering standards.

This number of Infoletter is very much in the Phil D-P tradition. However, my instruction from the Committee is to simplify and to extend the time between issues. To have covers for five more and the size and frequency of issues will depend on how much I have to print. Etc?.

THOUGHTS FROM CHAIRMAN MIKE.

A new style Infoletter is welcomed as is our new editor Mike Hawke, who stepped into the slot vacated by Phil Payne-Powell who retired after 14 years as sparesman and latterly Infoletter Editor with our sincere and grateful thanks. We look forward to seeing Phil's new-venture projects which he promises for the future.

Mike Hawke needs no introduction. One of the founder members of the Anglater, his ubiquitous J2 is No.1 on the books; and is seen at all types of meeting. Mike is currently seconded by his employers (who he maintains in us) to Scotland, but he assures us that this will not prevent his being seen from time to time at meetings South of the Border. Let us hope that his enthusiasm fosters other forays in both directions by members who do not appreciate that Hadrian no longer guards his wall.

My own appearance in the pages was caused by Steve Dear being elevated to the peerage in the S.W. Centre and not wanting to corner all the Club Chairmanships. Steve was Chairman for over ten years and the Committee gave him their thanks and a presentation at the Cheddar Dinner in October, a watercolouring of a kingfisher, a bird which inhabits his streams and is the motif on his personal stationery. Steve will, of course, continue to be seen in his cream crackers.

You will have heard by now of the proposed record attempts. For the present these have remained only proposals, mainly because our planning requires a lead time of 15 months. As soon as we are certain that things are in a "go" situation, we will make the appropriate announcements. Do not please feel cheated or that your Committees are not following up the attempt. We are determined to succeed where others have failed. So, "Watch this space" as they say.

Looking forward to 1980, our Jubilee Year, we hope for a really resounding WAF participation in all types of events. I am hoping to give the NA a spruce-up, its all

years now since I changed, bag, and the body needs a little attention. The engine now has an auto compression under the piston so that no more now rings will not go wrong. However ten years of fairly hard driving is not a bad record. In that time I dropped two valves but the shop has not been off since 1969 when I ran a big and a little.

M.F.L.A.

MAIL SERVICE.

The 1970 and 1971 book was published a little late this year... had the standard of printing and the material therein at a new high level. Those who do not yet have a copy should send a 12" x 6" card to Jan Davison, Hawthorne Cottage, Orchard, Kinross North, Geddisburg, Surrey.

There is nothing new under the sun. I have just read a review of the new Grand Motor Trioto's 20000 marine diesel engine. In this engine the valve timing is altered as the load on the engine is varied. How is this done? Easy, an eccentrically mounted rocker is placed between each cam lobe and its attendant follower the position of the rocker being dependent on load. Now who said that the rocker position and profile on LHM cars was not all-important?

Overheard at Cheddar: "Now that really is LHM One-upmanship, a rusty dynamo on a regularly run car."

We hear that Nigel Macpherson, in addition to his car collecting habits has found his taste on a Zoller blown K type.

1. 1948-1949, 1950-1951, 1952-1953, 1954-1955, 1956-1957, 1958-1959, 1960-1961, 1962-1963, 1964-1965, 1966-1967, 1968-1969, 1970-1971, 1972-1973, 1974-1975, 1976-1977, 1978-1979, 1980-1981, 1982-1983, 1984-1985, 1986-1987, 1988-1989, 1990-1991, 1992-1993, 1994-1995, 1996-1997, 1998-1999, 2000-2001, 2002-2003, 2004-2005, 2006-2007, 2008-2009, 2010-2011, 2012-2013, 2014-2015, 2016-2017, 2018-2019, 2020-2021, 2022-2023, 2024-2025, 2026-2027, 2028-2029, 2030-2031, 2032-2033, 2034-2035, 2036-2037, 2038-2039, 2040-2041, 2042-2043, 2044-2045, 2046-2047, 2048-2049, 2050-2051, 2052-2053, 2054-2055, 2056-2057, 2058-2059, 2060-2061, 2062-2063, 2064-2065, 2066-2067, 2068-2069, 2070-2071, 2072-2073, 2074-2075, 2076-2077, 2078-2079, 2080-2081, 2082-2083, 2084-2085, 2086-2087, 2088-2089, 2090-2091, 2092-2093, 2094-2095, 2096-2097, 2098-2099, 2100-2101, 2102-2103, 2104-2105, 2106-2107, 2108-2109, 2110-2111, 2112-2113, 2114-2115, 2116-2117, 2118-2119, 2120-2121, 2122-2123, 2124-2125, 2126-2127, 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3948-3949, 3950-3951, 3952-3953, 3954-3955, 3956-3957, 3958-3959, 3960-3961, 3962-3963, 3964-3965, 3966-3967, 3968-3969, 3970-3971, 3972-3973, 3974-3975, 3976-3977, 3978-3979, 3980-3981, 3982-3983, 3984-3985, 3986-3987, 3988-3989, 3990-3991, 3992-3993, 3994-3995, 3996-3997, 3998-3999, 4000-4001, 4002-4003, 4004-4005, 4006-4007, 4008-4009, 4010-4011, 4012-4013, 4014-4015, 4016-4017, 4018-4019, 4020-4021, 4022-4023, 4024-4025, 4026-4027, 4028-4029, 4030-4031, 4032-4033, 4034-4035, 4036-4037, 4038-4039, 4040-4041, 4042-4043, 4044-4045, 4046-4047, 4048-4049, 4050-4051, 4052-4053, 4054-4055, 4056-4057, 4058-4059, 4060-4061, 4062-4063, 4064-4065, 4066-4067, 4068-4069, 4070-4071, 4072-4073, 4074-4075, 4076-4077, 4078-4079, 4080-4081, 4082-4083, 4084-4085, 4086-4087, 4088-4089, 4090-4091, 4092-4093, 4094-4095, 4096-4097, 4098-4099, 4100-4101, 4102-4103, 4104-4105, 4106-4107, 4108-4109, 4110-4111, 4112-4113, 4114-4115, 4116-4117, 4118-4119, 4120-4121, 4122-4123, 4124-4125, 4126-4127, 4128-4129, 4130-4131, 4132-4133, 4134-4135, 4136-4137, 4138-4139, 4140-4141, 4142-4143, 4144-4145, 4146-4147, 4148-4149, 4150-4151, 4152-4153, 4154-4155, 4156-4157, 4158-4159, 4160-4161, 4162-4163, 4164-4165, 4166-4167, 4168-4169, 4170-4171, 4172-4173, 4174-4175, 4176-4177, 4178-4179, 4180-4181, 4182-4183, 4184-4185, 4186-4187, 4188-4189, 4190-4191, 4192-4193, 41

10. Alan Witham, Heathfield, 35, Kensington Rd., Halifax, (Tel: 0422-57573) has an excess of certain J spares and a deficit of P parts and would like to contact someone in the opposite position with a view to arranging mutual exchanges. For sale, K=diff., 1 1/2 petrol tank, 16" road wheel, wanted, good J block, j rear camshaft pedestal, L140 headlamp shell and reflector, P propshaft, P clutch thrust race housing, P inlet and exhaust manifolds, P flywheel.

11. Len Bull, Hall Barn House, Mount Close, Doddington, Brentwood, Essex, (Tel: 0277-821504) needs M type dynamo and M type rad shell.

12. Captain F.R.C. Boothby, R.E.P., 253 Proquest Company, R.E.P., 132, Upper Tulse Hill Rd., London SW2 2RR, requires a set of con-rods for his PA and would like to know if anyone has fitted a modern con-rod to his car. (Yes, tech. advisers will know all about this and can advise)

13. Vic Vergine, 20, Glebe Close, Holmer Green, High Wycombe, Bucks., HP15 6UY, is looking for an M type carb or body and butterfly.

14. Peter Clarkson, The Shamba, Lyndhurst Rd., Landford, Salisbury, Wilts., SP5 2AJ, needs for his PA, 19" side laced wheel, offside door handle, pair of side lamps, head gasket and set of seats for two-seater.

15. Frank Carter, PO Box 51099, Pakuranga, Auckland, New Zealand, wants J2 brake back plates, drums, shoes, levers etc., hubs, gearbox and supercharger. (Suggest you try for a second-hand Sherrock C75B).

16. M. Page, 90, Brook St., Aston Clinton, Aylesbury, Bucks., needs F2 bonnet, side valences, front apron, distributor, speedometer, front shockers, seats, transmission tunnel, rad., and a J2/F2 body for use as a pattern.

16a. Phil Baynes-Powell, Kimber Cottage, Glasiers Lane, Normandy, Guildford, Surrey, has for sale L type crank and 6 con-rods, also pair 16" wheels with 6.00 tyres.

17. Brian Gather, 3, High Dyke Rd., R.A.F. Cranwell,
Sleaford, Lincs., HG34 8BJ, needs a J2 bellhousing,
clutch shaft, release bearing, dynamo, engine rad.
support, exha. manifold, Powerplus supercharger (J. Ed.)
con-rods for 750cc crank.

18. J.L. Price, 23, Bourne Lane, Brimscombe, Stroud,
Glos., needs a P type rear hub Carrier and a pair of
sweep front wings. He has the following parts avail-
able, M head (poor condition), P spare wheel carrier,
M engine less crank, dynamo, starter and pistons,
J sump, J swan neck filler, 3 J shockers, 2 sets J
con-rods, J flywheel, J block, bellhousing and rear
main engine support, sundry small J parts, PB speeds,
and PB 5" dia. Jaeger rev. counter.

19. C. Hopkins, 10, Station Rd., Llanelid, needs for a PA,
engine, rad., handbrake, front apron, speeds, interior
trim, splined prop. shaft coupling, 2 brake drums and
front near side back plate.

20. MR. Nightingale, 20, Woodland Close, Hew Dunston,
Northampton, needs for a J2, quick filler cap, side
screens and gaskets.

21. N.G. Padfield, 11, Sycamore Drive, Trealew, Rhonda,
Mid. Glamorgan needs (model not specified), pair
semaphore indicators, original rear light and rear
view mirror for windscreen mounting.

22. George May, Forge Cottage, Spithurst, Barcombe,
Lewes, Sussex (Tel: 0273-400-302), needs for his PA,
Pair of sidelights, o/s steering arm, (part no. H.G.
493/109), pair of semaphore indicators, rad. to head
support bracket, and everything else to rebuild
another chassis.

23. John Clarkson, Polrood cottages, St. Tudy, Bodmin,
Cornwall, needs for a J2, complete engine, complete
dashboard, petrol tank, headlamps and rad.

24. J. W. Jack, 22, Raths Park Rd., Raths, Midlothian,
needs for his J2, front motion shaft, rockers, and
bushes, front hubs and shafts, brake cables, dashboard

complete, steering wheel, shocker repair kit, rubber mouldings and gaskets.

25. Peter Docharty, Joshua Farm, Worningham, Aylesbury, Bucks., needs for his J2, engine, brake drum, horn, seats and steering wheel.

26. R.A. Emerson, 164, Glen Rd., Oadby, Leics., needs for his J2, flywheel, complete clutch, carbs., front shockers, starter, distributor, wiper motor, sidelights, horn.

27. R.V. Arden, Jollycock Farm, Smith Lane, Rainton, West Macclesfield, Cheshire, needs an M type rad. shell and a road wheel.

28. P. Wigglesworth, Old Century Cottage, Main St., Akeley Buckingham, Bucks., needs M steering wheel, M road wheel, J oil pump, M headlamps, brackets, wing supports, ign. panel dashboard, 12" SW. He has to dispose, J wheels, hubs, front and rear axles, propshaft and headlamps.

29. Peter Sowle, Rusland, 3, Somerset Way, Richings Park, Iwer Bucks., needs M type bits, Workshop manual, radiator, carb. pipe, gaskets, wiring harness, seats, wheel, tyre and tube, headlamp, side and rear lights, hinges, catches, starting handle and fan.

30. W.R. Willis, Hillcrest, 24, Uppleby, Easingwold, York, YO6 5BH needs for his P type, cycle wings, hand throttle control, bonnet catches and handles, steering wheel, zoned detail of seat location, speeds, indicators and cable brakes.

31. C. F. Bourgeois, Magpies, 8, Lower Rd., Fetcham, Surrey, KT22 6LJ, needs M type bonnet catches for front apron.

32. Russell Dade, Pollyanna Cottage, Brick End, Broxted, Great Dunmow Essex, needs for his PB, 5 wheels, front and rear n/a brake back plates, rad., hubs, and steering box and track rods.

33. D. Proctor, 19, Grove Ave., Cloughton, Birkbyhead, Merseyside, L41 0LR, needs for his M type, crankshaft, bevel pinion, for diff (8/43 or 9/44), pair Lucas RL73 headlamps or Rotax equiv., pair early type headlamp mounting brackets, wing stay brackets (front and rear), vee winchscreen, hood frame, door locks, ign and light switch, steering column and worm, Smiths ammeter, bonnet fasteners, body, front and rear wings, valances, bonnet etc.. He has the following J bits for disposal, pair Lucas MJ3 headlamps, one flat winchscreen plus another incomplete with broken frame, hood frame, 2 M-type blocks, unidentified remote control gear change. Also some MGA bits.

34. Georges Robert, s/o Crofts, 30, Smithambottom Lane, Parley, Surray, needs for his WA, carbs. plus linkage, engine oil pipes, cam cover fixing bolts, v4 shaft, dynamo or parts, distributor adaptor, water outlet pipe, water plates, Tecumseh element, clutch plate, prop. shaft flange, speedo. drive gear bearing, clutch pedal, gear knob, control lever knobs, drop arm, steering column tube, steering wheel, y-shaft, rear hub and fittings, diff. flange, axle dip stick, rear trunnions, rear X-tube nut (side?), rear spring front fixing pins, rear shockers, 2 brakes, 2 front brake springs, brake cables, front spring trunnions, front spring pins, front shockers, starter, spare wheel bracket, hornist catches, handles, striker plates and locks, front apron, rear seats, running boards, cut out, junction box, rev. counter, centre dash panel, engine bulkhead, undertray, exhaust etc.

35. Roger Thomas, Kimberley House, 3, Kenmore Close, Kew, Surray, IW9 3JH needs a P-type camshaft bevel gear and crankshaft pulley. He has for sale 2 sets of P front and rear wings both needing repair. £30 and £20 or £10 the lot. He also appeals for gas on fitting a Goshay Racotec blower to a P-type.

HINTS AND TIPS.

1. Have you ever had difficulty obtaining the chrome strip that goes round the dash panel on P and M types? M.G. ZA and ZB have a chrome strip of the right dimensions fitted under the walnut finisher on the doors. This should be stripped of chrome, joined to make the right length and then bent to shape before replating. Use silver solder for joining.

Len Bull

2. Andrew Smith has also found a source of dash trim for P types..... off B.M.C. 1100s.

3. For plating of all types, repair of rad. shells and headlamps, Alan Witham recommends Harrison and Allet Ltd., Lord St., Halifax. (Tel. 55245).

4. David King tells us that he can provide crownfoot spanners suitable for tightening MM head nuts and a number of obsolete wrenches. An s.a.e. to him at 12, Glenhurst Rd., Hanley-in-Arden, Solihull, West Midlands will be returned with a list.

5. George May tells of a supplier of most MM bearings (and they give trade discount). They are B.R.T. Bearings Ltd., 57a, Wilbury Crescent, Hove, Sussex, BN3 5RJ. (Tel. 0273-778391/2). They also do B.S.F. taps and dies.

6. Andrew Smith (again) recommends that a good substitute for a FA footbrake adjusting rod (if you need one) can be made up from the hydraulic clutch cylinder push-rod from ISC 1100s.

7. In answer to a query, I can definitely say that the left hand thread front stub axle goes on the near sidehaving just carried the wrong one for 400 miles!

8. James Evans' tip on back axle oil must wait until next time..... I have not worked it out myself yet.

Notes from Mike Dowley.

I am pleased to be given the opportunity of a few lines in the Infoletter about Sports and Vintage and feel that a few lines on current and forthcoming projects and specifications etc. would be of more general interest than just a list of go-dies from our catalogue.

Among items currently in production are a further batch of high quality axle shafts (part no. 1080) manufactured in EN19 heat treated to and tempered to V condition giving a minimum tensile strength of 65-75 tons/sq.in.. Tested samples in the current batch of steel indicate a value at the upper end of the range of 74 tons tensile, so these should be more than adequate for smoke generating take-offs as the flag drops!. The longer shafts for N and T types are available to the same spec. under part no. 1529.

We are currently involved with the production of a completely new batch of MM4 rockers for which new dies have had to be made. The die sinking and forging is being done by the original manufacturers who have been in the business since 1877 and have been manufacturing high grade forgings for the aircraft and motor industries since such things were invented. The important machining and final grinding is being done by Eric and Colin Tieche. Lead proofs from the new dies are at present being inspected and, hopefully, finished rockers will be available early in 1980.

It is my intention to increase our present range of machine cut gaskets and tools are now being made to cover front and rear housing to block gaskets, oil pump and sump gaskets for P,K,L and N types. We now have fresh stocks of cork rocker cover gaskets for all MM4 cars (except F) and those with back orders for these will be in receipt of them by the time this is published.

The only suitable flywheel starter rings for MMH engines (part no. 1184) were recently discontinued by the sole manufacturer but I have been able to arrange a special once only batch which could be the last for some time. As there are 14 separate operations in manufacture they can be done economically only in large batches. We have reasonable stocks at the moment, but first come first served.

Finally I would like to mention that we have installed a Guyson Sandblasting machine. This can be used for stress relieving by shot-peening such things as valve and clutch springs etc. or for metal cleaning. Alloy and brass castings come up like new and we can offer a 'while you wait' service on small items.

Our 1979 catalogue is available, price £1.10 post paid plus £1.25 for one year's supplements.

Sports and Vintage Motors (Shrewsbury) Ltd.,
Upper Battlefield, Shrewsbury, SY4 3DE.

TRIPLE-M MOTOR SPARES,

Kimber Cottage, Glaziers Lane, Normandy, Guildford,
Surrey, offer the following new MMH spares.

White metal camshaft bearings, H.C.D.J. types	£9.50
Prices are per set.	
P type	£11.60
F type	£12.80
N,K,L types	£14.00

Please note that the last batch was produced with sizes for a 0.015" worn camshaft. If you want the 0.002" undersize please return yours for them to be replaced.

A good response to P type cranks means that these are to be progressed in the next 6 months. They will be in EN24T to the original Laystall pattern and will cost about £250. Please send your order and a minimum of £50 deposit.

Meanwhile the second batch of J2 cranks should be due by Christmas and the last batch of these ready April /May 1980 along with the P type cranks.

Phosphor-bronze road spring trunnions.

P,J,L,F types.....£1.85 pair

N type, front only.....£3.25 for 4

Hardened steel U/J bushes for pre 1936 prop shafts
with circlips.....£4.85 for 4

Exchange prop shaft spiders with matched bushes,
£9.00

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

Tulip inlet valves (in K2965), P,X,M,L types
£1.80 each

L type front aprons.....£14.75 each

J,P,X,L,N type bronze rocker bushes... £1.35 each

Close tolerance valve guides for P,X,L,N £1.75 each

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

M type side screen frames £10.00 pair

M type rear spring valances £14.25 pair

6-bolt 8/39 c.v.p.sets £38.00 each

All the above are now subject to 15% VAT.

In the book line we can now offer besides M.G.
World '75, M.G. International '77 and M.G. Yearbook
1973, all edited by Dick Raddon and all at the
bargain price of £4 AND NO VAT.

Library notes by Roger Thomas.
The following is available:-

To Borrow:

Copies of workshop manuals, most models, state needs.

To Purchase:

A) Facsimile copies of original factory publications.

These are not Xerox but are printed copies using similar paper and are mostly in full colour.

<u>Ref.</u>	<u>Description</u>	<u>Price.</u>
1.	'J' Booklet, 8 page in colour	£2.00
2.	'P' Leaflet in colour, FI and Salomette	£1.25
3.	1935 Broadsheet, PA, PB, NA, NB two colours	£1.25
6.	'M' leaflet in colour	£2.00
8.	'J' Oiling chart, two colours	£1.00
9.	'P' Oiling chart, two colours	£1.00
10.	1930 Broadsheet, full colour 18/80 and M	£2.50
11.	12/12 M leaflet, two colours	£0.75
12.	May 1933 Allingham/Airline leaflet, two colours	£1.25
13.	March 1933 'L' leaflet, full colour	£2.00
14.	'D' leaflet, full colour	£2.00
19.	'K' leaflet, full colour	£2.00
20.	'D' parts list, 28 pp, black and white	£2.00

b) Photographs, mostly period, showing new cars, factory views, road test or competition scenes. Whole-plate or approx. 10"x8" (dependent on negatives).
Chosen of over 400, send for list stating model or detail needs.

Price. £1.00 each + VAT

c). Back numbers of MM Year Book 1972, 1974, 1975, 1976
1977 and 1978.

Price. £1.00 each no VAT

d). Back numbers of MM InfoLetters. Various, state needs.

Price. £0.25 each, no VAT.

a) Profile Publications H type Booklet; detail history tracing the development of the H type, B/w and colour by Wilson McCub. Price £0.75 each, no VAT.

The above material is available from the librarian, post and packing paid in the U.K. Overseas members add 20% to cover air mail costs in Europe and 25% outside Europe on orders up to £25. Orders over £25, allow £5.

NB. No VAT charges on overseas orders.

All U.K. cheques should be made in favour of the
H.C. Car Club Ltd.

Overseas orders must be paid by Sterling Draft.

WANTED. To buy all classic titles by Lyndon Gardner, Mayn Eynston etc., if anyone has any to spare.

COMPETITION NOTES. By John Adams.

Latest City Award scores are on page 18. These will become final unless further claims are received by me before 13th. January 1981. However it seems unlikely that anyone can topple Mike Hawke from the top of the tree - a triumph for the all-rounder - nor Tony Delton from a likely win of the race championship. Tony's score includes extra points awarded at the discretion of the Committee, in accordance with the rules for "outstanding Achievement", in finishing second in the Motor Sport Brooklands Memorial Trophy. This has given H.C. some good publicity, and even caused Bill boddy to say some kind words as he handed over his cheque. The last round of the Trophy at Cadwell Park on 26th. August was exciting; since, after several wins early in the season and a hope for outright win, Tony managed only 3rd. and 5th. places in his two races to tie with Bill Morris' RR1. for 2nd. place for the Trophy.

As part of our 50th. Birthday, there is likely to be a strong MCM contingent in the MCC Land's End Trial at Easter. This most famous and traditional of all surviving classic trials must be one of the few continuous links over the last 50 years, with consistent MCM success throughout the whole period. According to my reference library, at Easter 1930, M.C.s won 16 First Class Awards in the London-Land's End Trial, as it was then known, and it would be fitting if this could be repeated in 1980!. Presumably all of the 1930 award winners would have been with the then-new M types, although I wonder whether any member has an original 1930 programme showing the cars and route used?. Already hopeful promises for 1980 have been given for about a dozen MCM entries, with definite commitments from Steve Bear, John Reid with Aramis, Barry Foster and myself. We would like some official MCM Register Teams, and I would be delighted to hear from anyone else interested.

Another 1980 certainty is a team in the 750 MC Six Hour Relay Race, towards the end of the year. Anyone interested please let us know.

I hear on the spy network of several new MCM cars to appear in 1980. Nigel Watts is well advanced with his Lester-bodied blown J which will be used for racing. The C-Replica, previously under rebuild by Nigel Musselwhite has now changed hands and may appear on the track in 1980. Patrick Gardner will be appearing in his historic PA, hopefully making his trials debut in the Land's End. Another newly rebuilt PA which should appear in competition in 1980 is that of Bryan Ditchman who has also acquired jointly with George Ward the ex-Peter Innes-Kerr PA, unused since his emigration some years ago.

Can anyone with any interesting information on car movements please let us know.

MEM CAR OF THE YEAR AWARD AS AT 1 NOV 1979.

1.	Mike Hawke	J2	129
2.	Tony Dalton	PA	109
3.	Steve Dear	PA	91
4.	Patrick Gardner	J4 Replica	70
5.	Tony Roodhouse	PB	63
6.	Mike Hewson	J2	61
7.	Rod Sternes	PA	47
7.	George Ward	K1	47
7.	Ian Davison	PA	47
10.	Chris Lewis	PB	45
11.	Derek Moore	PB	44
12.	Tim Hunt	PA Bongazoo	43
12.	Peter Cranage	H	43
14.	Dave Cocksey	C	39
15.	Andrew Smith	PB	37
16.	Keith Portemore	M	32
17.	Alan Grassam	PA	31
18.	John Wilkinson	B2	29
19.	Paul Fletcher	PB	27
20.	Ralph Bateman	J2	25
21.	Philip Bayne-Powell	K3	23
22.	Ian Coxen	PA	22
23.	Ian Mackay	J2	21
24.	Philip Verables	H	12
24.	Peter Warne	K3 Replica	12
26.	Barry Linger		11
26.	Ron Yate	PA	11
20.	Edward Kirkland	PA	10
29.	Tony Miles	PB	9
30.	John Philbrick	J2/PA	9

VARIATIONS IN A 17 TYPE

As you thought all the work after 1944. This is a very long time from the original design to swept wings, there were quite a few minor changes by the way. something through the J type parts that one can make a lot of the differences and some of them are quite interesting.

Chassis J1244 and J1245 onwards were given a revised pattern of battery and engine. Did anyone know what the change was?

Chassis J1246 and J1247 were the last to be fitted with some of the original engine, retard control.

Chassis J1248 was the last to have a separate main engine mounting bracket.

Chassis J1249 was the first to have an oil fuel pump.

Chassis J1250 appears to be the last to have cyclic engine. Introduced on J1251 were swept wings, last were those fitted on all subsequent cars?

Variable wingman wiper and engine mounted driving wheel were introduced on chassis J1252.

New pattern instruments with domed glass, new engine, drive arrangements and revised transmission were introduced on chassis J1253.

Revised exhaust downpipe and undertray were introduced on chassis J1254. What was changed?

Chassis J1255 was given the lower location for engine and fuel tank on chassis J1256.

A revised J 17. counterbalance was replaced by the better one was used at the time on engine 351A.

1. The first part of the report is a general introduction to the subject of the study.

2. The second part of the report is a detailed description of the methods used in the study.

3. The third part of the report is a detailed description of the results of the study.

4. The fourth part of the report is a detailed description of the conclusions of the study.

5. The fifth part of the report is a detailed description of the limitations of the study.

6. The sixth part of the report is a detailed description of the implications of the study.

7. The seventh part of the report is a detailed description of the future research.

8. The eighth part of the report is a detailed description of the references.

LETTERS.

Dear Sirs, I closed with writing all the best with your new book as Infoletter editor, I would like for myself and on behalf of all those who have enjoyed reading the KEM magazine, to thank Phil for doing such an excellent job for the last ten years.

Comments made in the last Infoletter by Nigel Mills are particularly important to the relevance of ensuring the continuation of our own KEM publication. However I beg to differ on interest in Safety First reading matter. One must remember that it is a magazine of a car club which caters for a wide range of enthusiasts and that without the support of a small minority of active members of all registers, many of our competitive meetings would never take place. One must therefore accept content which may not be of direct interest, not forgetting that, until recently, at regular monthly intervals, Colin Hatcher's KEM Notes were an excellent monthly tonic. I think the comparison between the RMC V.B.C.C. Bulletin and Safety First is unrealistic. The former is a club catering for cars of an era which interests those in the KEM group not to mention that the V.B.C.C. Secretariat are full-time paid by that club.

Jan Davison's article made mention of a crowfoot socket. I think he means one with a ring spanner end, for with a little less work and no heat you can buy yourself a crowfoot socket with an open-ended spanner head. The size to purchase is 9/16 inch A/P which one opens out to 1 inch B.S.P. by filing. I was unable to get a 1/2 inch drive for my socket set but with a 3/4 inch to 1/2 inch converter and an extension bar am equipped to get at any of my head nuts with the minimum of difficulty.

All the best,

Jim Hunt.

Ed.

of the past about the New York competition programme
"We had a big club to run it is well made. We as a
Page 1 and we go it alone. In particular our
Silverstone Race Meeting needs a cast of hundreds.
Also, it must be remembered that, had we left
sponsorship of our cars to the V.S.C.C. most MSH
riders would be extinct by now. Until recently we got
a polite but firm cold shoulder from them. We have to
thank Gordon Cobban, John Thornley and others for
encouraging us in the early days. Ed.).

THE PRE-WAR M.G. PARTS CENTRE.

11, Albany Road, Chislehurst, Kent. Tel: 01-467-7788.

Berry Walker writes.

Something to look forward to.

The Pre-War M.G. Parts Centre has, by some of you,
been regarded as an expensive source from which to
buy your car parts although you believe the quality
to be extremely high and the items generally immedi-
ately available. It has been our policy to achieve
this quality, using some of the best manufacturers
and adhering to the precise specifications where-
ever possible, e.g. brake cams etc.. But that has in
some cases resulted in a high price tag being tied
to us. We also believe that most enthusiasts rebuild
their cars only once and prefer the best and most
lasting quality items.

1980 IS TO SEE A BIG CHANGE; the retention of that
quality we are proud of coupled with prices that
will cause you to look no further.

The new established standard in quality and avail-
ability is the result of overcoming many problems
in small batch/high accuracy output. Because so
many of the initial costs have been absorbed, and
the tooling, processing and manufacturers have been

programmed for our range of needs the quality and service can be wholly maintained but the PRICES are going to be DRASTICALLY CUT. for the coming year and beyond.

Blackout, yes; lamps, yes; chrome fittings, rare accessories; yes; "off-the-shelf" instrument exchanged, yes; and our range of ash framed body kits now extending from the popular H, J and F series to the 2 and 4 seat H and J models.

AND we have full stocks of all engine and chassis components.

DON'T SAY YOU HAVEN'T BEEN TOLD.

Use our new catalogue and price list which will be available in January 1980... Price £1.

THE CHANGE IS UPON US ALL.

We would like to remind you of the many new parts produced over the past year due only to your continued support. Book numbers of Safety First often illustrate these items and are worth thumbing through. Many enthusiasts are still unaware of some of the available parts....often the catalogue cannot keep pace. Please ask if you are stuck.

Our self-service shop is unique. It enables you to look and inspect the parts you'd like to purchase. There's no impersonal counter and our opening times are Monday to Thursday 9.30 am to 7 pm, but suggest you 'phone first; also Saturday and Sunday 9.30 am to 6 pm. when a 'phone call is not essential but sensible (we may be outgunning).

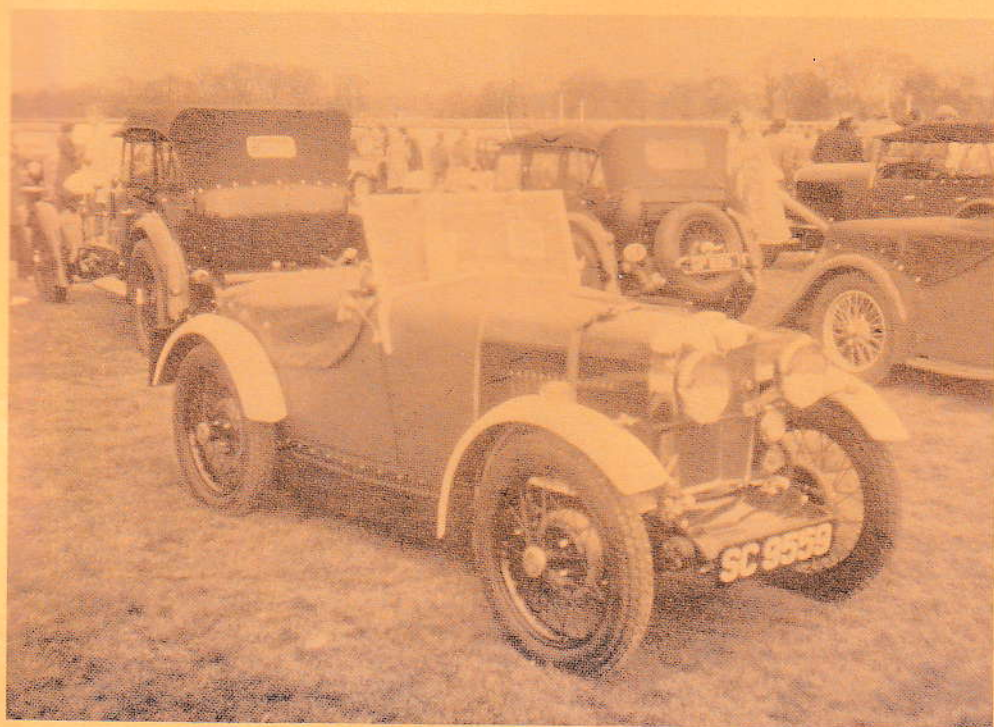
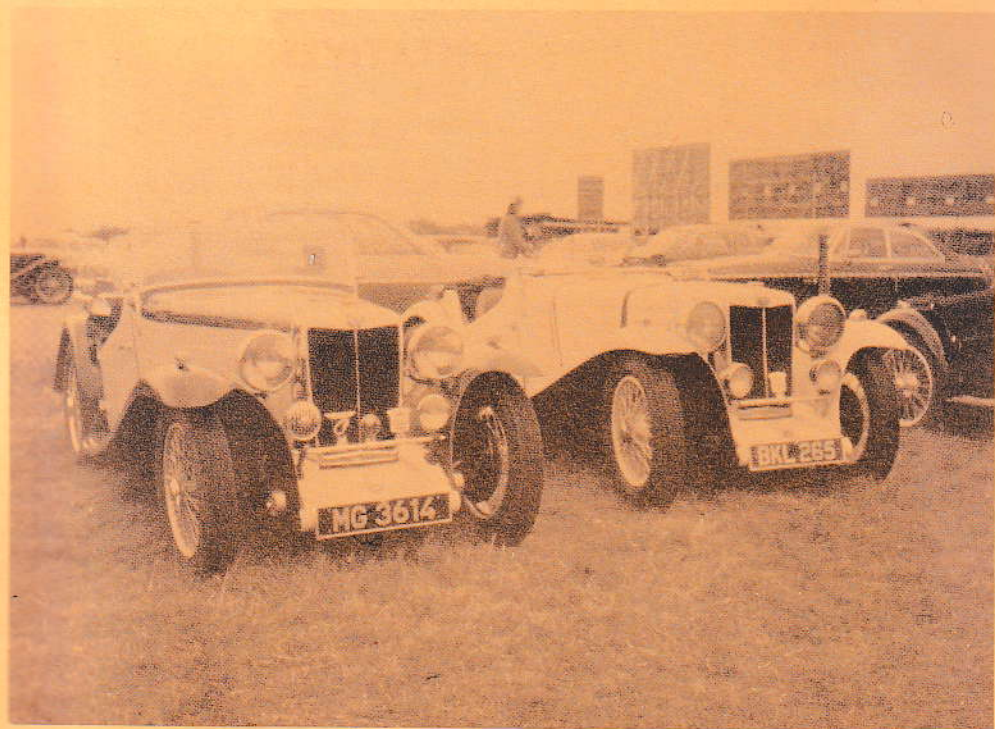
In the long run it pays to buy now, so why not come along?. We're barely ten miles from the centre of London and only one minute off the A20 (Brand Hatch Road) and besides you can inspect and photograph our new collection of Mini cars and that's at least one way of showing the wife that we really are rebuilding true investments.

Cover Picture:

Inside Top. A brace of NDs at the 1978 Silverstone Meeting. Left we have Peter Green's top class concourse example and, to the right, Philip Bayne-Powell's Marshall blown car. He has now sold this car to Nigel Musselwhite. Nigel, apparently, has been after this car for some years because he proposed to Mary in it. As he says he was doing 80 mph at the time perhaps we should send something off to the Guinness Book of Records. Peter's car is desirable enough anyway but it is eclipsed by his latest acquisition, the ex-Richard Seaman K3011. This car started its life in the most successful manner of any K3, coming first in the Coppa Acerbo, Pescara in 1934, driven by Whitney Straight. In 1935, driven by Richard Seaman it counted among its successes 3rd. in the Coppa Acerbo, 1st. in the Berne G.P. and 2nd. in the Nuffield Trophy. Owned briefly by Reggie Tongue in 1935, it was then exported to the USA by Sam Collier and George Rand, where it has been ever since. Hugh Bancroft owned it in 1937 and Gordon Morris from 1963-67 but the period '37 to '63 is a blank in my notes. Its last owner was Bob Herlin.

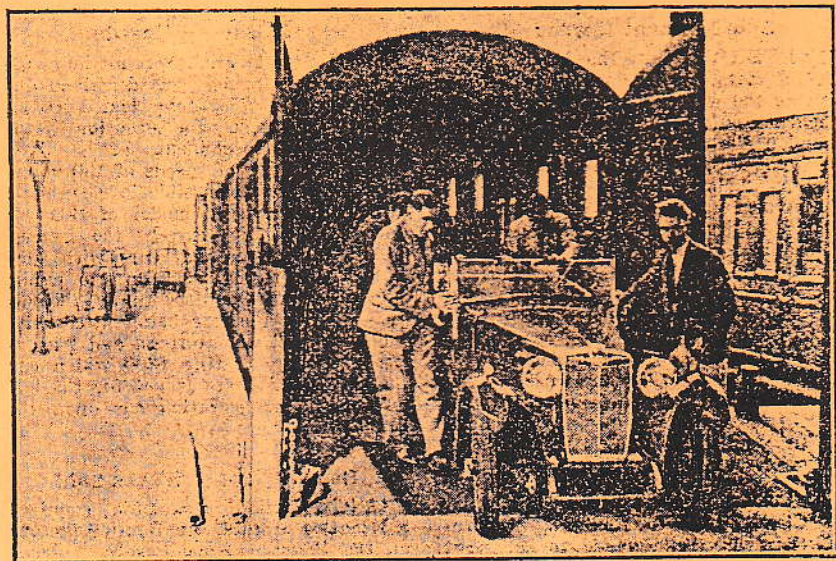
Inside Lower. Terry Dickie's M 12/12, but I cannot say when and where.

Outside Back. Caption supplied. Is it an F1 or a J1? This is a cue for a last plea for info. Does anyone have any information on the 1932 Motor Show Cars? One of our number thinks that he has the 1932 show J2. Any gen on this matter would be gratefully received by Nick Sands, 58b, Poplar Grove, Maidstone, Kent ME16 0AR to help put the poor chap out of his suspense.



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Unloading one of the first arrivals at Olympia at Addison Road Station. Most of the cars in the Show are brought by train.