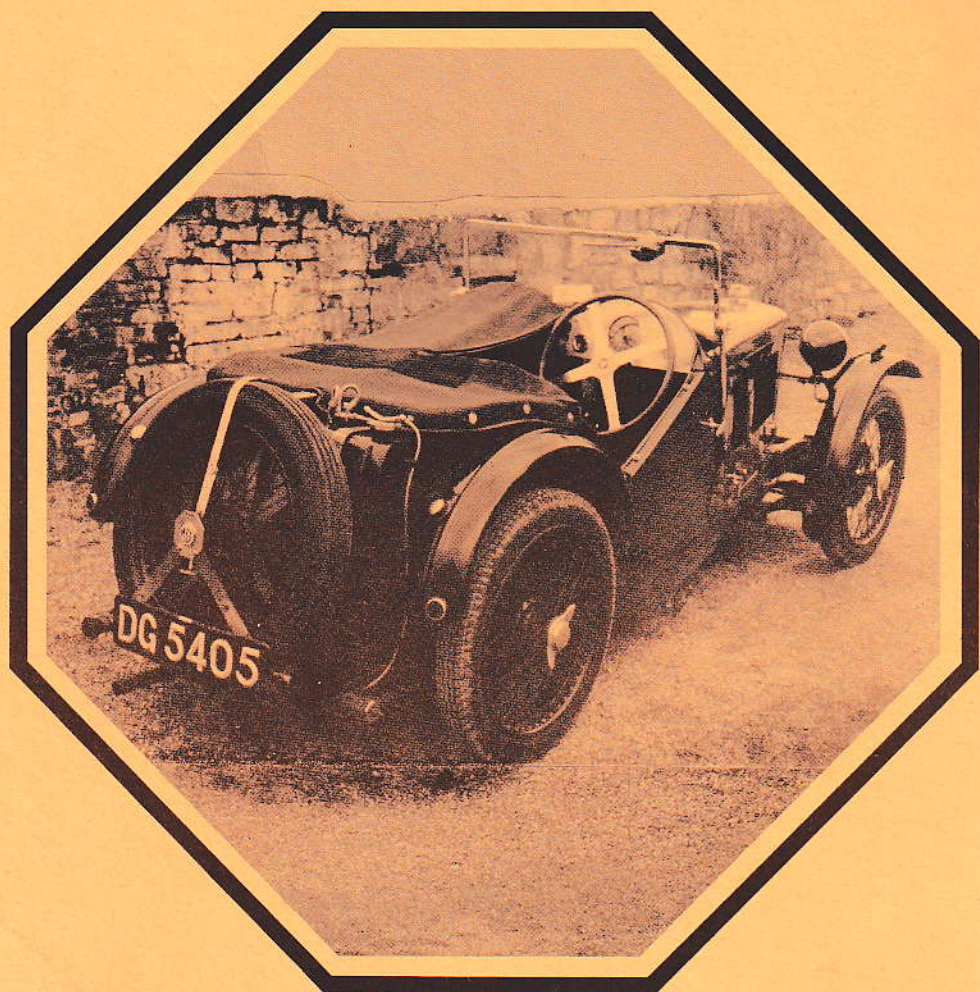
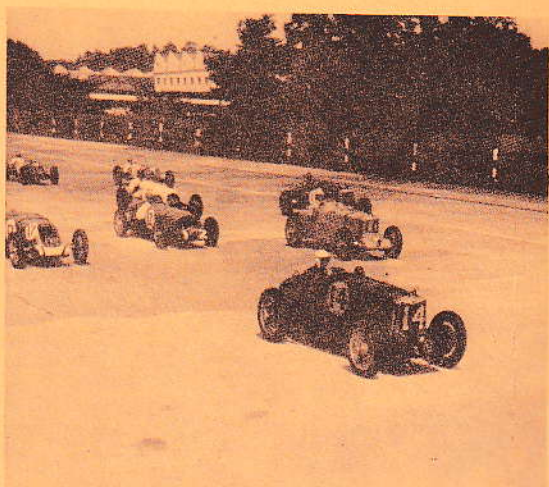
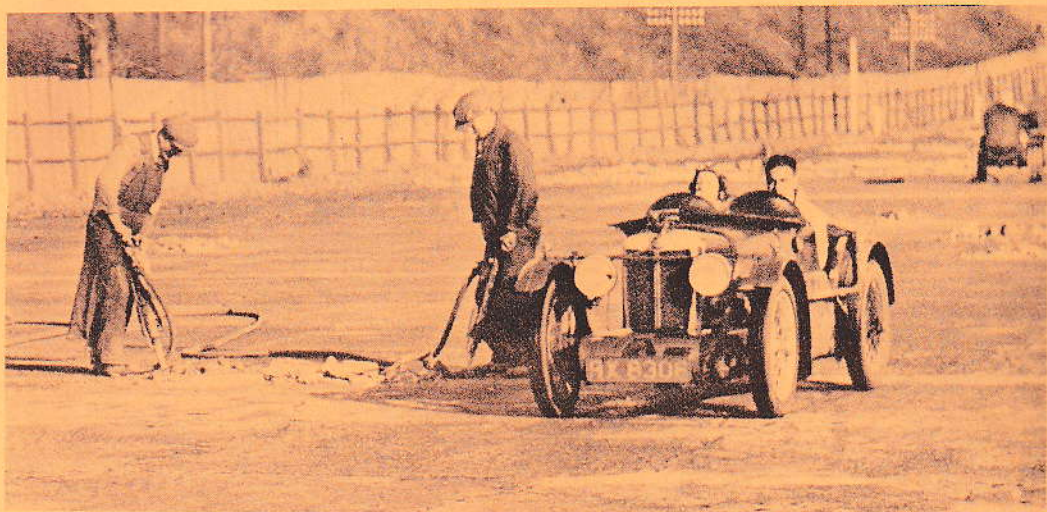
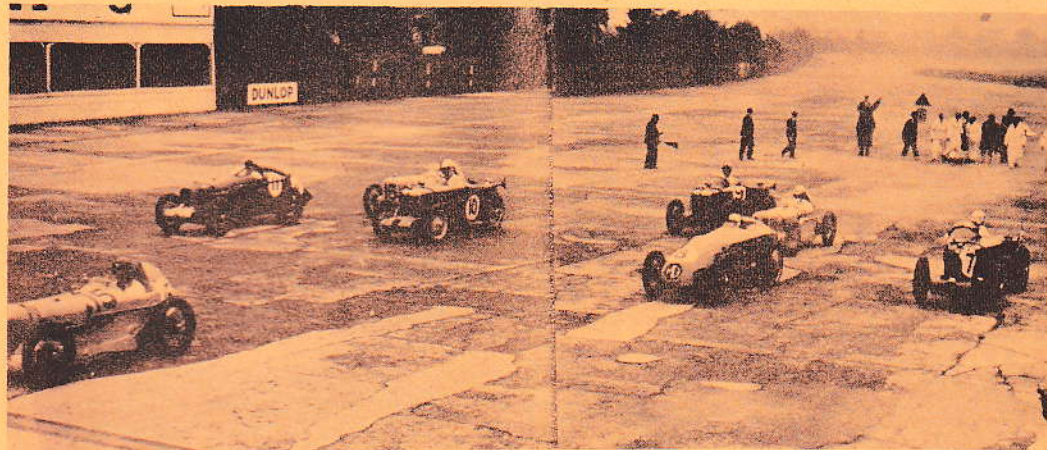




TRIPLE M REGISTER INFOLETTER



CAR OF THE YEAR



M.G. CAR CLUB
TRIPLE-M REGISTER

Infoletter No. ~~65~~ ~~May/1981~~ 64 August 1981

Editor, to whom all copy is to be sent:-

Mike Hawke, 117, Upper Westwood,
Bradford-on-Avon, Wilts., BA15 2DN.

Circulation Manager, to whom all s.a.e.s are to be sent;

Tony Roodhouse, 14, Nelson Gardens,
Boxgrove Park, Guildford, Surrey

Cover Pictures.

Outside Front. My J2. As Nick has put her on the back
cover too (he must have been hard up!)

I will save the commentary to fill whatever space we
have left.

Inside Front Top. The start of the 1932 B.R.D.C. 500
Miles Race at Brooklands, the 750 cc Class gets away.
No.7 is E.R.Hall's C type, No.8 is George Eyston's
Magic Milget, EX.127, No.9 is Donald Letts' C type, 10
is K.D.Evans' C type and No.11 is Ron Horton's C type
which won at 95.29 mph. No.15 is the Benjafield/Barnes
Austin, No.16 is the Duller/Goodacre Austin and the
Austin of Driscoll seems to have got ahead of the
camera.

Inside Front Centre. Brooklands November 1931 with
repairs in progress and sharing
the track with "A Novel Event for Society Women". All
of them drove C types and RX 8306 is being driven by
Miss Paddy Naismith. I've practiced on a circuit where
the marshals could not keep the rush hour traffic away
and on one where racing stopped whenever the local
farmer wanted to bring his cows in for milking but
dodging around the pneumatic drills is new to me.

Inside Front Lower Left. Now, Nick says that this is
P.Courtney's streamlined

M.G. which skidded into the concrete boundary wall at
the 1st. August 1938 Brooklands Race Meeting. That
front axle did not look very M.G. to me so I cheated
and referred to Mr.Boddy's book. He says Mr.Courtney
(Continued on p.24)

EDITOR'S NOTES

We're back with a cover in this issue. However, things never stay still and sometimes you have to run as fast as you can just to stay exactly where you are - as those who have read "Alice Through the Looking Glass" will know. I now have four more of Nick's covers to use and these will see us well into 1982. What then? Nick is keen, willing and able to produce more covers for us but, by then, circumstances may have changed.

You will already have seen July's new look Safety Fast. As from September we have been promised a whole page to ourselves in each issue. The September notes are already with John Lodge. Guess who has been asked to provide themx copy. For the first few instalments I hope to outline the aims of the Register and how we try to achieve them and who does the donkey work. Then all the MMM Register members who do not bother to get Infoletter will be back in touch with us. This will take up a fair proportion of the space. But once that is off my chest, clearly a monthly page of pictures and comment is going to steal a lot of Infoletters thunder - particularly as it will be seen by a much larger audience - and is going to require a much appreciated contribution from the Register's intelligencia. That's you.

The other piece of information which is relevant is that there are plans afoot to send out Infoletter with Safety Fast. Now that the Club has a computerised membership list, all we need to do (in theory) is give the printed copies to the addressing machine and, wherever a membership number with an MMM code crops up, it pops an Infoletter in with Safety Fast. Easy! Yes, if YOU have said that you are an MMM Member on your last renewal form.

If this does happen, it is clearly logical to put as much as possible in S.F. and to have Infoletter containing just sales, wants and items which are of interest only to us.

No doubt Tony is hoping!

THE 1981 YEARBOOK.

When it is available, Colin Butchers, 21, Hill Farm Way, Southwick, Brighton, Sussex, BN4 4YJ, will be distributing this. He also has a number of 1980 Yearbooks to spare; so many in fact that he thinks that most of you must have missed this major publication.

His price list reads:-

1981 Yearbooks..... £1.50 each.

1980 Yearbooks..... £1.00 each.

One of each..... £2.00

Prices include postage, V.A.T., and anything else may otherwise put the price up. Please make P.O.s and cheques payable to The M.G. Car Club Ltd.

1981 Cheddar

This major date in the Register's calendar is 10th/11th. October. Regs. and entry forms from Steve Dear, River Farm, Clewer, Wedmore, Somerset who will be delighted to send you full details on receipt of your s.a.e..

FOR SALE AND WANTED.

1. Rod Martin, 21, Milverton Crescent, Leamington Spa, Warwicks., CV32 5NQ, (Tel. 1926 27235), says he can supply brass discs for pre-1936 Andre Hartford shock absorbers types 506S and 506T. These are the type which are rivetted on and take the original thickness friction discs. These are £1.35 each, including postage. Also the dial back plates in brass to the original pattern at £1.30 each, including postage.

2. Geoff Godber-Ford (Tel. Milverton (Somerset) 556), has a J2 pattern fuel Tank for sale. It has a fuel gauge of the L-type type which is inoperative.

3.

3. Bob Williams, 19, Leyland Drive, Saltney Ferry, Chester, CH4 CBG, has for EXCHANGE, a rare PB octagonal quick-lift filler cap, rechromed. Also an M-type, front axle beam, two front hubs with bearings, two wheels (large hub), diff. unit with new bearings and new 8/43 c.w.&p., back axle cover with filler, two rear hubs with bearings, half shaft with hub, prop-shaft coupling, dynamo bevel gear and two rear springs. Also he wants; P type spares, two 16 inch wheels and anything ALTA (except Morris Minor cylinder heads presumably!). Also, he has for sale the following new P-type spares; Rocker shafts, pair £4, clutch centre plate alignment tool, £2, pinion setting gauge, £1, rev-counter drive attachment, £2, oil metering pin, brass, £1.50, vertical drive oil seal housing, £3.50, king pins and bushes, £10, and M-type king pins and bushes, £10.
4. John Goodacre, Tel; 051-426-4141 at weekends or afternoons, needs two PA half-shafts.
5. John Batty, 16, Recreation Ave., Leigh-on-Sea, Essex, (Tel; Southend-on-Sea 712533), has for sale, PA remote control, one 8 inch Rotax headlamp (not M.G. but similar to LBD14c), pair 9 inch Rotax headlamps, (not M.G. but could be used on K-type?), N-type front valence (new), MMM bucket seats and runners, J rear swept wings (needs some repair), TD c.w.&p and late cylinder head. He Needs, any L-type engine parts, especially clutch spigot bearing housing, carbs, bellhousing and crosstube, nearside crosstube mounting.
6. Peter Callaghan, 108, Jackson Ave., Karrinyup 6018, Western Australia is making a crankshaft for his J3 and would like to hear from anyone who has done a similar job.
7. Nick Sands, 52b, Poplar Grove, Maidstone, Kent, ME16 0AN, has for sale a copy of The Sports Car, March 1937, Vol.3 No.24 and a set of Safety Fast from 1964 to date.
8. Tony Jenkins, 21, Turvey Lane, Long Whaddon, Leics., LE12 5DN, has for exchange, J2 front shockers for rear, N radiator (complete) for J similar, centre-laced

19 inch wheels for side-laced same, he wants, $1\frac{5}{8}$ inch horizontal carbs., and a set of 12 inch brakes, also he can exchange various M and N bits for J. Also, Tony would be interested to hear if anyone has converted a non-crosstube ENV gearbox to a crosstube type. Alternatively, has anyone a crosstube box to exchange for a non-crosstube type plus goodies?
Tel; 0509-842506

9. David Smith, 8, Farm Rd., Sevenoaks, Kent, needs a J2 oil pump body or a complete pump, also a hand brake/ crossshaft assembly for a J2. Also, he has a CJF1 Cut out/Fuse box in good condition which he would like to exchange for a CJF2 (for a J2).

10. John Bannell, 3, Ross Drive, Great Sutton, Ellesmere Port, Cheshire, needs a decent bonnet top and an exhaust manifold for his J2. John's car is MG 2473 which appeared in a recent magazine posing with Raymond Baxter.

11. Patrick Gardner, 32, Eastwick Drive, Great Bookham, Surrey, (Tel; Bookham 82133), has for sale four 600x16 and four 600x15 Dunlop racing tyres with one set of wheels. Also a Schaublin Swiss Lathe, £75.

12. Karl Weissmann, Ringstrape 47, 2407 Bad ~~ENXXX~~ Schwartau, West Germany, needs (for one of the ex-Geoff Colew J4s) an ENV gearbox with crossshaft (just the complete casing would do), also a No.7 Powerplus supercharger, a $1\frac{5}{8}$ inch S.U. carb with round flange, an autopulse petrol pump, 17 inch dia. three spoke steering wheel, J-type sump and pre-war M.G. literature. Also he has for sale or exchange, two F type gearboxes, a J2 gearbox, (with bell housing to fit Ford engine), J crankshaft flange, P crankshaft flange, J clutch, many other J-type engine, chassis and axle parts, TA steering column. All parts can be collected from or brought to England.

13. Sam Christie, 16, Gilnahirk Ave, Belfast, BT5 7DR, (Tel; Belfast 792546), has for sale a good 4-speed box suitable for an M-type, also a 3-speed gearbox with a poor casing and no bell housing, also a D

type chassis (no. 0791), cleaned and primed, plus suitable steering column and 'box. He needs for an M-type, an instrument panel (or parts thereof), a windscreen, brake drums, bonnet catches, headlamp stays, alloy sump and, he says "many other items too numerous to mention". Can I have part two of the list for next time, please?

14. Alan Witham, Heathfield, 35, Kensington Rd., Savile Park, Halifax, West Yorkshire, HX3 OHY. (Tel; H'fax 57573) has for sale a pair of 19" VA wheels (hub length same as K3), L1 petrol tank, and a P engine rear oil pipe. He needs for a P-type, a steering drag link, a front bump stop with mounting two or three 16" wheels and a handbrake ratchet and pawl. For exchange he has an original M.G. Hartford 506S shock absorber for a 506M. He also needs a front mounted oil tank suitable for an Arnott or Centric blower. Also, can anyone lead him to a source of Rotax N5EP switches as used on the J4 dashboard?.

15. Harry Foster, 25, South St., South Patherton, Somerset, TA13 5AE, has for sale a J2 cylinder head to go to the best offer one month after the ad' appears. Tel. 0460-41152 for details. He needs some 18/80 wheels. These are side-laced 18" with 3.50 rims and 52mm hubs.

16. Mike Hawke has to sell or swap for J or K bits, a 3" Jaeger speedo, ex-Talbot 75 but geared to suit PA with 8/43 c.w.&p and 4/10 speedo drive gear; two pairs rear axle oil felts (Mike Dowley part no. 1234), 50p a pair, three pairs of rear axle oil corks (M.D. part no. 1058), £1 pair; Desmo C.T.C. (Pyrene type) fire extinguisher; alloy bell housing for (believed Wolseley), similar P but starter motor is at 11 o'clock; old pattern A.A. badge, 7" plain h'lamp glass with rim & reflector; pair Wipac double-dip conversions, suitable J2 throu' TD; 6" Lumax spot lamp; Lucas Type CF 12v cut-out; and another cut-out, 12v unmarked, so no clue what it is off, £2 each; Safety Fast, Feb. '70 to Feb. '79 with some gaps.

A Triple-M Natter? John Kidder, 22, Storrs Rd., Chesterfield, Derbyshire, S40 3PZ, (Tel; Chesterfield 68355,) has yielded to overwhelming demand and set about the arranging of an MMM get together in the North. The natter will not necessarily be monthly but on a pre-arranged basis three or four times a year. The first will be on Thursday 24th, September at the Jodrell Arms Hotel, Whaley Bridge on the A6 between Buxton and Stockport. Start will be at 8 to 8.30 pm. Bar meals and dinners are available. Ring Whaley Bridge 2164 to book dinner.

.....

PUBLIC RELATIONS AND ALL THAT

Terry Holden, 6, Cambridge Rd., Wimbledon, London SW20 0SH, (Tel; 01-947-3835), has been doing some market research lately, well, he tells me he has been to a lot of different natters and spoken to a lot of MMM members. The object of this promising-sounding exercise was not to consume as much beer as another well-known MMM Committee Member but to sound out members' opinions about how the Register should conduct itself, what it should be doing and how it should be doing it. Certainly there is something wrong. With 2,000 cars on our books we mustered 15 on the starting grid at Silverstone this year, rather less than in 1963 when the MMM Race was first held. You will see later that only 18 members have actually competed in an event and bothered to claim C-o-t-Y points so far this year. Even allowing for overseas members and rebuilds under way, 180 contestants could be considered a modest turn-out. So, if you have strong opinions on the way the Register is run and what it should be seen to be doing, drop Terry a line. He will be pleased to hear from you, because he cannot possibly attend all the natters in the land; or can he?

.....

Barry Foster sends some interesting news of the early history of his car, 00280. The picture in Infoletter 62 shows the reg. no to be VD 30 which is a Lanarkshire no. dating from 1930, so it is no surprise to find its early owners in Scotland, Robert Loudon, who was a salesman for A & D Frazers of Glasgow and later, Austen Cairns, who still lives in Glasgow. The only other known owner was Tom Welch in 1936. Does anyone know anything about this car between 1936 and 1976?

ON J4s The lists of J4s which appeared in the last Infoletter sent me off to chase the one in Scotland... only to find that it was now in England. The list should, I think, look something like this.....

Chassis	Owner	Location.
J4001	Bombed and destroyed	W.W. II
J4002	Colin Tieche	Middlesex
J4003	C. Smith	Essex
J4004	?	West Germany
J4005	Gerry Goguen	U.S.A.
J4006	?	West Germany
J4007	Syd Beer	Huntingdon
J4008	?	France
J4009	Syd Beer	Huntingdon

J4004 and J4006 are the ex-Geoff Coles cars and I am covered in confusion because I spoke to the present owner of J4004 at Silverstone this year and cannot remember his name! J4002 is the Hugh Hamilton car and the car which was owned by Terry Sanger and David Marrable in the early 'sixties (J4003?) was also an ex-Geoff Coles car.

.....

Weights. No one else has confessed to weighing their car except Andrew Smith. Barry Foster told me that his C-type turned the scales at nearly 15 cwt.. Or did I mis-hear him? Weight is the enemy of performance, so here are some weights which entrants for 1982 Silverstone can save.....

Spare wheel and tyre	29lb.
Windscreed (J type)	16lb
Passenger's seat squab	7½lb
Front apron (J type)	3½lb
Hood frame	4 lb
Battery cover	3 lb
Passenger's floorboards	8 lb
Total	71 lb

If you fit a small battery for the day (the standard long one weighs 50lb) you can save another 25lb and you are well on the way to saving one hundredweight.

STATISTICALLY speaking it has been said that you can prove anything. However, if ever wish to prove a point with any of your T type friends, the following table might be some help:-

Model Reference	J2 The Autocar	PB The Autocar Light Car	TA The Autocar	TD The Autocar
	5th. August 1932	9th. November 1934	18th. September 1936	15th. May 1953
Top Speed	80.3mph	Over 71 mph.	77.5 mph	73.5 mph
Engine cc	847	939	1232	1250
B.H.P.	36	43	50	54
BHP/Litre	43	45	39	43
Weight	11cwt. 1qtr.	14cwt. 3qtr. (W.E. Blower weight)	17cwt. 1qtr.	17 $\frac{3}{4}$ cwt.
BHP / Ton	64	58	58	61

The rather vague reference to the PB's top speed being "Over 71 m.p.h." is because Brooklands was closed for winter repairs at the time of the test and the car could not be put through its paces properly. Earlier The Light Car had found the PA to have a top speed of 78 mph. They therefore expected the PB to be an 80 mph motor car.

COPY FOR INFO LETTER NO. 65 to me by mid-September please. Also any items which will help me to make our page in Safety Fast as interesting as possible will be much appreciated. Yes, pictures (of MMM cars or components) will be welcome but I cannot guarantee their return (S.F.'s track record is not all that good in this respect). If there is an attractive blonde in or on the car I might allow my scruples to be overcome and allow it to be printed.

EDITOR'S QUIZ TIME.

The last time we had a quiz the questions were very easy and only Andrew Smith gave any answers. Perhaps you all felt the last lot were too easy for MMM intelligensia. So here is a rather specialised set of queries.

Jay Hall and I, although we both own J2s have been doing some research into K3 history. We find ourselves stymied by the inability to trace cars from one owner or driver to another. In each case below the answer can be in the form of a chassis number, or who they bought the car from, or whom they sold it to.

- 1) Which car did Sir A.MacRobert drive, mostly in Ireland, in 1936-37?.
- 2) Which car did A.C.Kelway drive at Brooklands in 1937?.
- 3) Which car did Cadell drive at Brooklands in 1935?.
- 4) In which car did W.E.Humphries get his 120mph Brooklands badge on 24th. September 1938?. Was it a K3 or another model of M.G.?.
- 5). Which cars and where did K.Don, Gibson, Froy and Handley drive in 1934?. Indeed there were two K3 teams entered in the major 1934 races. The entrant for one was George Eyston and for the other was Kaye Don. The permutations of cars seem most complex. Can anyone unravel it?.
- 6) Which car did C.E.C.Martin drive in the 1935 B.R.D.C. 500 Miles Race, it was said to have been owned by Hepburn.
- 7) Which car did Fisher drive in Czechoslovakian events in 1935? If K3026 why did not Pohl drive it too?.
- 8) Which car did Duke Woolley drive in 1938 events? Was it a K3?.

NOT

NO WONDER HE DID /APPROVE OF R-TYPES

"I must admit that to a certain extent racing pure and simple has lost some of its former value, owing to the difficulty at present experienced in obtaining a suitable road for the event, and also the fact that

we have reached a point in racing car design above which it is extremely difficult to go."

(Herbert Austin after the 1905 Gordon Bennett Race)

.....

N-TYPES IN THE NEWS.

With the 4-cylinder cars hogging so much of each Infoletter as we plod through those PAs in the Register Let's see where pictures of N-types are to be found in pre-war Sports Car magazines. Is your car here?.

~~XXXXXX~~

Reg. No.	Issue				
Ayk 665	March 1935 ^{xx}	JB 3638	May 1934 ^{xx}	L-Types	
ANF 524	Sept. 1935		Sept. 1935 ^{xx}	AO 9669	Aug. 1936
	October '35	JB 4607	March 1935 ^{xx}	AXE 320	Nov. 1938
	Nov. 1935	JB 6570	Oct. 1935		Dec. 1938
	Jan. 1936		Nov. 1935		Aug. 1939
	April 1936	JB 4161	Jan. 1936	EK 9500	July 1935
	Nov. 1936	JB 6866	June 1936	MG 2629	May 1935
AKC 206	Oct. 1935		Aug. 1936	MG 2608	Aug. 1935
ALJ 70	May 1936		Sept. 1936		
AFS 40	Feb'y 1938		Oct. 1936	F-Types	
BKJ 338	March 1935 ^{xx}		Feb. 1939	AUW 161	July 1935 ^{xx}
BLP 484	July 1935	JB 6867	Aug. 1936	GY 2877	Mar. 1934 ^{xx}
BPF 860	March 1936		Dec. 1936		July 1934 ^{xx}
BOF 210	July 1936	JB 4749	Jan. 1939	LJ 5460	May 1934 ^{xx}
	July 1937		May 1939	MG 1797	March '35 ^{xx}
BXY 121	Jan'y 1937	JB 4187	?	PO 5002	April '36
	April 1937	JW 5703	June 1935		Jan. 1937
	Feb'y 1937		May 1937	UJ 150	May 1937 ^{xx}
BOF 323	Jan'y 1937	MG 3762	June 1936	YY 1206	Mar. 1934 ^{xx}
Buh 126	August 1939	MG 4173	March 1938	YY8243	?
BFY 122	March 1938	MG 4301	June 1939		
BGN 444	Oct 1938	TJ 9033	Aug. 1935	K-Types	
DPF 5	March 1937	WJ 3470	Jan. 1935 ^{xx}	(Ex K3s)	
FV 6011	Dec. 1936	WS 6331	March 1937		
JB 4749	April 1938 ^o	WS 7872	July 1938	JB 3634	Sep. 1934 ^{xx}
	July 1938 ^o	YJ 2530	July 1938		

X Refers to M.G. Magazine, ^o=NE

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MAGNA

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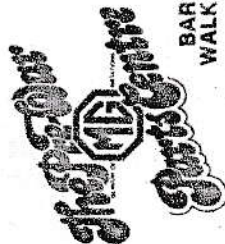
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THE GREAT TRIPLE-M SAGA. PART 5.

Yvonne has asked me to say how much she appreciates the interest taken in these listings and thanks you all for your letters. She asks (somewhat desperately) that, if you want a reply to please send an. s.a.e. with your letter.

Again, if you see any entry which is incorrect or out-of-date, please write to Yvonne with the right info. at Mrs. Y.Ward,

15, Jesse Close, Yateley,
Camberley, Surrey, GU17 7AH

Notes;—

- 1) 4-seater
- 2) s/c
- 3) Chassis only
- 4) Single-seat ali. body
- 5) Special body, Harry Lester "PB"
- 6) Single-seater Special, ex-Norman Hillwood
- 7) Ex- D.Moore
- 8) s/C, thought to be ex-Donald Campbell
- 9) XPAG-engined racing special
- 10) TC body
- 11) Airline Coupe
- 12) Racing special
- 13) Scrapped
- 14) Special body

Chassis.No.	Name	Location	MMM Register No.
PA0921	M.McKay	Essex	392
PA0931	R.Meere	?	?
PA0937	R.Molck-Ude	U.S.A.	1603
PA0941	A.Hay	Hants.	13
PA0946	B.Reeves	Wilts. (1)	557
PA0948	J.Wilson	Devon	1522
PA0948	W.Bell	Solihull	1797
PA0949	P.Richardson	Kent	793
PA0951	A.Busst	Birmingham	1232

PA0952	D. Jeffery	Surrey	266
PA0953	B. Kelly	Manchester	352
PA0957	A. Mott	Kent	1213
pa0958	P. Martin	Baston	1539
PA0961	R. Gilbert	Surrey (1)	123
PA0966	M. Hibberd	Leics. (2)	667
PA0967	M. Mackintosh	York	1294
PA0980	T. Robson	Newcastle	752
PA0982	K. Eason	U.S.A.	681
PA0997	R. Wevill	Devon	1538
PA1009	D. Hill	Warks	298
PA1010	E. Gould	Dorset	?
PA1011	A. Harries	Glos.	59
PA1018	I. Wallace	Ulster	535
PA1028	A. Aaron,	Scotland	686
PA1029	D. Caffrey	Lincs.	1774
PA1032	J. Boothby	Northants	1114
PA1035	A. Monne	Spain	1950
PA1045	?	?	154
PA1048	K. Sanders	Cleveland	1925
PA1052	B. Richardson	Southampton	1393
PA1054	D. Pither	Berks	1499
PA1055	A. Heath	Leics.	1287
PA1057	R. Buckmaster	U.S.A.	1844
PA1063	L. Wardle	Flints. (1)	1423
PA1064	D. Field	London	445
PA1067	I. Davison	Surrey (2)	749
PA1072	M. Green	Middlesex	1011
PA1074	A. Russell	Kent	1495
PA1077	Mrs. V. Potter	Kent	1801
PA1080	M. Young	Renfrewshire	1322
PA1084	G. Ward	Surrey (1)	1368
PA1085	D. Walker	London	1621
PA1087	G. Martin	? (3)	?
PA1088	R. Almquist	Sweden	1682
PA1103	Mrs. A. Miles	Kincardineshire	1792
PA1104	?	?	672
PA1109	W. Scandrett	Bristol	1505
PA1121	R. Flett	Surrey (1)	805
PA1123	Mrs. S. Scott	Essex	812
PA1125	?	?	?
PA1126	L. Andersson	Sweden	1335

PA1135	R. Kristiansen	Norway	?
PA1139	J. Petit	France	1717
PA1146	D. King	Lancs.	758
PA1152	?	?	313
PA1154	T. Elliott	Yorks.	364
PA1160	C. Smith	Glos. (2)	1908
PA1161	L. Smith	Leeds (1)	1188
PA1163	D. Gregory	Doncaster	1870
PA1164	?	?	770
PA1167	F. Wilkinson	Bath	1764
PA1169	?	0?	204
PA1171	?	?	359
PA1177	C. Smith	Glos.	1627
PA1178	C. Hopkin	Wales	1890
PA1182	A. Fincham	Hants.	911
PA1185	C. Butchers	Brighton	85
PA1186	R. Cover	Hants.	1296
PA1187	P. Robinson	Cheshire (3)	231
PA1188	B. Oudejans	Holland	458
PA1189	M. Culley	Hants.	662
PA1193	B. Lyth	Northumberland	611
PA1205	W. Haward	Herts.	569
PA1208	A. Rawlinson	Middlesex	566
PA1209	R. Clarke	S. Africa	464
PA1212	?	?	?
PA1213	C. Green	Herts.	1523
PA1216	D. Wright	Somerset	461
PA1218	R. Green	Rutland (2)	1085
PA1220	Mrs. Simmons-Hodge	Berks.	1211
PA1223	S. Denner	Somerset (1)	596
PA1225	?	?	383
PA1229	R. Daniell	Leics. (4)	?
PA1232	?	Bristol (1)	64
PA1237	C. Ashworth	Wilts. (5)	1209
PA1241	Miss E-J. Jones	Bucks. (1)	254
PA1248	?	?	311
PA1260	M. Le Fevre	Hants. (1)	888
PA1262	T. Cass	Essex	1909
PA1263	L. Bull	Essex	1328
PA1265	R. Ardern	Cheshire	?
PA1274	J. Noble	Herefordshire	1820

PA1276	C. Wallace	Surrey	1187
PA1280	P. White	Sussex	1549
PA1285	P. Bernal-Ryan	Kent	923
PA1286	J. Sheridan	U.S.A. (1)	544
PA1288	I. Redwood	Dorset	1051
PA1293	A. Johnson	Australia	1839
PA1307	D. McMillan	London	542
PA1308	J. Brown	Glasgow (1)	39
PA1310	M. Calvert	Sheffield	1569
PA1314	C. Cook	Kent (1)	713
PA1318	M. Whiting	Wilts.	1945
PA1323	H. Hutten	W. Germany	1754
PA1324	N. Pollard	Lancs. (1)	1354
PA1325	B. Bassett	Berks	1752
PA1328	F. Rossiter	Essex (2)	1365
PA1334	C. Hume	Kent	435
PA1337	P. Gower	Leeds	895
PA1339	?	?	650
PA1343	I. Webb	Bridgend	1889
PA1348	B. Morris	Birmingham	826
PA1349	?	?	875
PA1350	R. Coleman	U.S.A.	?
PA1351	R. Wright	Co. Durham	1768
PA1352	?	?	?
PA1357	I. Fair	Sussex	1292
PA1359	N. Ruck	Bristol	513
PA1360	J. Tavis	Fareham	830
PA1363	K. Latus	Cheshire	1344
PA1364	R. Rowland	Sunderland	1275
PA1370	R. Crowhurst	Kent	1878
PA1374	R. Arnold	Notts.	584
PA1382	G. Lloyd	Bristol	1534
PA1388	B. Linger	Bury St. Edmunds	473
PA1396	N. Scott	Dorset	1406
PA1400	J. Morris	Abingdon	1885
PA1407	R. Seager	W. Midlands	1697
PA1409	C. Butler	Essex	1466
PA1414	?	?	1184
PA1415	I. Ramskottom	Bristol (7)	151
PA1420	J. Chambers	France	1646
PA1432	I. Coxon	Bristol	782
PA1438	J. Sheridan	U.S.A.	?
PA1447	?	?	308
PA1463	J. Cheeseman	Surrey (1)	1394

PA1465	R. Notley	Somerset (8)	846
PA1466	?	?	1309
PA1470	?	?	229
PA1472	W. Yeomans	Warks	?
PA1475	A. Witham	W. Yorks.	?
PA1479	R. Crabtree	W. Yorks. (9)	?
PA1481	J. Twist	Chepstow	1156
PA1483	P. Robinson	Cheshire	792
PA1493	?	?	(1) 57
PA1497	P. Thompson	Lancs. (1)	1330
PA1502	J. Adams	Hants.	1902
PA1508	P. Howie	S. Africa	1194
PA1509	J. Sheridan	U.S.A.	?
PA1522	B. Dean	Notts.	1787
PA1526	Mrs. M. Kidd	Bristol	515
PA1536	A. Andreadis	Greece	1640
PA1544	?	?	205
PA1547	?	?	641
PA1559	N. Waite	Hants.	664
PA1560	K. Sikking	Holland	1585
PA1574	B. Williams	Middlesex (1)	253
PA1575	E. Arnett	Surrey	288
PA1576	Dr. K. Taylor	Co. Durham	1434
PA1578	P. Law	Worcs.	1053
PA1587	J. Bibby	Stourbridge	1775
PA1588	G. Lawrence	Solihull (1)	602
PA1590	?	?	(1) 711
PA1602	K. Horsey	Surrey	1448
PA1604	F. Phillips	Glasgow (1)	1071
PA1605	R. Bragg	London	1139
PA1609	R. Fisher	Warks.	358
PA1613	Maj. L. Phillips	Malaysia (10)	?
PA1615	?	?	514
PA1623	F. Sprafke	U.S.A. (11)	1835
PA1626	?	?	(11) 556
PA1628	D. Clewley	Warks.	1013
PA1632	L. Mills	Kent	1145
PA1636	M. Nassim	Oxford (2)	1433
PA1643	T. Wills	Bristol	1186
PA1645	?	?	527
PA1647	C. Hamilton	Warks.	260

PA1651	Mrs. E. Hamilton-Meikle	Fife	624
PA1652	?	?	516
PA1653	?	?	155
PA1656	G. Pealing	Lancs.	?
PA1659	M. Heigho	U.S.A. (1)	1566
PA1663	P. Davis	Glos.	84
PA1665	B. Ditchman	Hants.	1829
PA1668	M. Henderson	Papua	1898
PA1671	P. Colborne	Kent	1786
PA1672	D. Tuck	Midlothian	1623
PA1676	J. Sobiran	France	1023
PA1677	B. Bryan	Essex	395
PA1682	B. Turner	Surrey	533
PA1686	M. Crowfoot	Leics.	1088
PA1688	I. Jones	Manchester	657
PA1691	Cadoux-Hudson	Sussex	943
PA1695	R. MacGillivray	Lanarkshire	1947
PA1698	N. Reilly	Northants. (2)	73
PA1699	F. Jones	Essex	1041
PA1705	J. Harris	Berks.	956
PA1706	A. Allen	Surrey	854
PA1707	P. Altenbach	W. Germany (12)	1849
PA1713	B. Betteridge	Middlesex	1551
PA1714	M. Goodwin	Derbyshire	1861
PA1725	I. Burt	Kent	1268
PA1737	J. Roberts	N. Wales	763
PA1738	L. Robeson	U.S.A.	198
PA1739	J. Salaman	Kent	355
PA1741	D. Stewart	Surrey	497
PA1743	R. Dickson	Bristol	112
PA1746	J. Liversidge	Huddersfield	1009
PA1748	R. Bombard	U.S.A.	1488
PA1751	W. Goodey	Middlesex	1951
PA1756	W. Yeomans	?	?
PA1759	B. Scotney	Lincs.	1574
PA1767	?	?	604
PA1768	N. Scott	Dorset	?
PA1773	G. Stone	Herts. (1)	82
PA1776	?	?	52
PA1779	N. Wilkinson	E. Yorks. (1)	1553
PA1780	G. Roots	Surrey	1763

PA1781	M. Cooper	Hants.	220
PA1785	I. Cox	Kent (1)	855
PA1787	R. Ardern	Cheshire	964
PA1789	R. Stamps	Staffs.	218
PA1793	J. Arnaud	Belgium (1)	842
PA1800	T. Andrews	Kent	1823
PA1801	D. Griffiths	Sussex (1)	1082
PA1805	J. Maddocks	Middlesex (1)	1921
PA1807	R. Coleman	Yorks.	1255
PA1811	E. Louchios	U.S.A. (11)	472
PA1812	G. Martin	Manchester (11)	1343
PA1814	B. Minett-Smith	Glos. (13)	1122
PA1815	D. Cooper	Essex	452
PA1817	?	?	378
PA1818	J. Wurstemburger	France	837
PA1826	A. Hodges	Dorset	1899
PA1828	G. Tomalin	Warks.	1243
PA1832	R. Beechey	Worcester	996
PA1833	?	?	104
PA1835	R. Masters	Stockport	668
PA1836	P. Wale	Notts.	1198
PA1838	?	New Zealand	1558
PA1840	B. Harries	Notwich	750
PA1843	J. Collinson	Essex	1432
PA1845	G. Williams	Warks.	76
PA1846	J. Christie	Renfrewshire	1418
PA1849	N. Battersby	London	1356
PA1850	R. Novis	Yorks.	1175
PA1857	C. Brooks	Staffs. (1)	979
PA1858	P. Ellermeyer	Zurich (14)	1133
PA1859	?	U.S.A.	?
PA1872	J. Verdonk	Holland	1727
PA1873	B. Murphy	Cheshire	863

Here endeth the fifth part. That is 1250 cars listed so far and this lot seems to be the most international yet, especially as that Malaysian car was last heard of in Hong Kong. Please do all you can to keep Yvonne informed of all the changes of which you are aware. Thank you.

Tony Jenkins writes;-

Looking through a 1941 edition of "Pharmaceutical Formulaes", I came across one for polishing fabric bodies, and a flexible dressing for "black motor hoods" as well as the usual metal body polishes. I have yet to make some up but for interest the recipes are;-

Fabric Body Polish.	Item	Quantity
		Parts to 1,000
	Oleic Acid	80
	Liquid paraffin	250
	Potassium Hydroxide	16
	Tragacanth	6
	Water	to 1000

Motor hood dressing	Quantity ounces	
	Yellow wax	400 4
	Linseed oil	200 2
	Yellow resin	1
	Ivory Black	4
	Prussian blue	1
	Copal Varnish	1
	Oil of turpentine	20

50 Years Ago, it was 1931. Perhaps it is worth recalling that;-

January. Sir Francis Samuelson drove an M-type in the monte carlo Rally.

23rd. Jan. The Light Car published 10,000 mile test of an M-type.

16th. Feb. Rx.120 did over 100mph at Montlhery.

6th. March. C-type announced and described in press.

8/9th. May. J.C.C. 12/12 Hour Race. C-types 1st, 2nd, 3rd, 4th. and 5th at Brooklands.

Then 1st, 2nd and 4th at the Irish International G.P.

August Ulster T.T., C-types 1st and 3rd.

4th. Sept. F-Magna announced.

25th. Sept. Ex.120 does 100 miles in the hour at Montlhery.

17th. Oct. Ex.127 does 120mph at Montlhery

COMPETITION NOTES

By John Adams.

Easter seems a long time ago, now, but at the time there was all the usual hope and excitement as six ~~MMM~~ cars set off on the traditional Land's End Trial. There would have been several more, except that this year all 350 places were filled long before the closing date, and several notable ~~MMM~~ men had their entries returned.

The event was enlivened with the usual ~~MMM~~ disasters, starting with a flat battery from Steve Dear's PA (not, he assures us, through any fault of the battery or dynamo), a holed petrol tank on Alan Grassam's PB, and punctures for all.. Steve Dear eventually suffered a blown 'head gasket at Crackington, and thereafter repaired it to retire quietly to the finish. Mike Hibberd suffered valve seat insert problems and also retired at about this point. Nick Dean's L2 was giving its best performance yet in trials, after a winter overhaul, stopping only on Crackington, although several slow restarts denied him any award. Paul Fletcher's PB went splendidly all night and all day without a fail, only to appear on the results sheet as a non-starter for failing to sign on! The sole surviving car to carry ~~MMM~~ honours was Barry Smith's PB which went so well that it won, not only a First Class Award, but the Pre-War Class Award also.

Jumping forward a few months, the MGCC Annual Silverstone Festival has already been well reported, but several ~~MMM~~ cars were of particular interest. Welcome new cars to our ranks were the very nice J2 of Duncan Cotter, which ran well, and the single-seat P special of Les Keeling which unfortunately retired in the ~~MMM~~ Race. Dudley Gahagan's K3, for years a temperamental car, is at last on good form in the hands of its new mechanics, Bob Jones and Tony Miles. It was a stirring sight to see this fine old car going so well, and Dudley himself must have been taken aback by the new-found power since he performed

two beautiful gyrations in front of the grandstand at Woodcoted during the final scratch race. Man-of-the-day was, however, Mike Hawke, whose J2 in winning the Mary Harris Trophy went quicker in the wet than ever before in recent years in the dry.

Latest Car-of-the-Year scores are set out below and all further claims should be sent to me as soon as possible at;- Lamorna,

Recreation Rd.,
Burghfield Common,
Berks., RG7 3EN.

TRIPLE-M REGISTER CAR-of-the-YEAR AWARD POINTS CLAIMED
AS AT 1 JULY 1981

1. Mike Hibberd	PA	73
2. Mike Hawke	J2	39
3. Alan Grassam	PB	28
4. Steve Dear	PA	27
5. Dudley Gahagan/Bob Jones	K3	24
6. Robin Smith	J2	22
7. Andrew Smith	PB	21
8. Martin Warner	KN	17
9. John Wilkinson/Peter Warne	K3 Rep.	17
10. John Wilkinson/Patrick Gardner	J2	16
11. Paul Fletcher	PB	13
12. Barry Smith	PB	11
13. Barry Foster	C	10
14. Mike Rushton	M	8
15. Tim Hunt	PA "Bongazoo"	8
16. Dave Cooksey	C	4
17. Tony Males	PB	3
18. Patrick Gardner	C Rep	2
18. Nick Dean	L2	2
18. Mike Allison	NA	2

And whom did I leave out?

8. Duncan Cotter J2 20

Sorry!

was driving an Amilcar Six. If I am wrong and it is an M.G., can anyone say what model it is and give some history?.

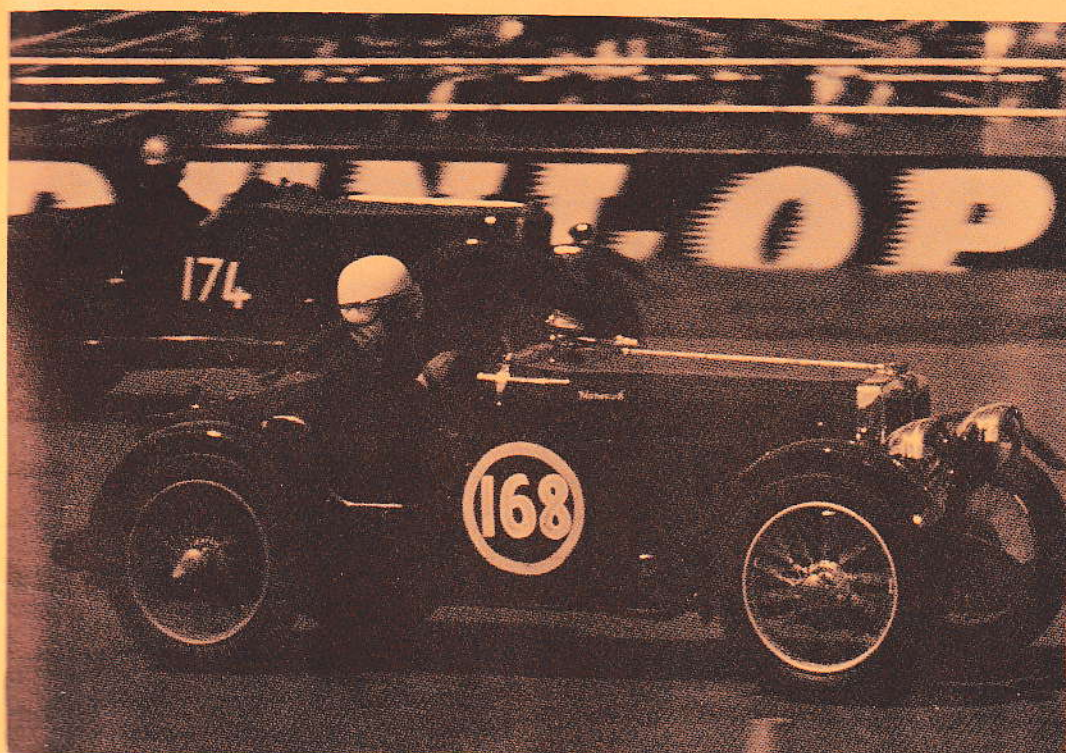
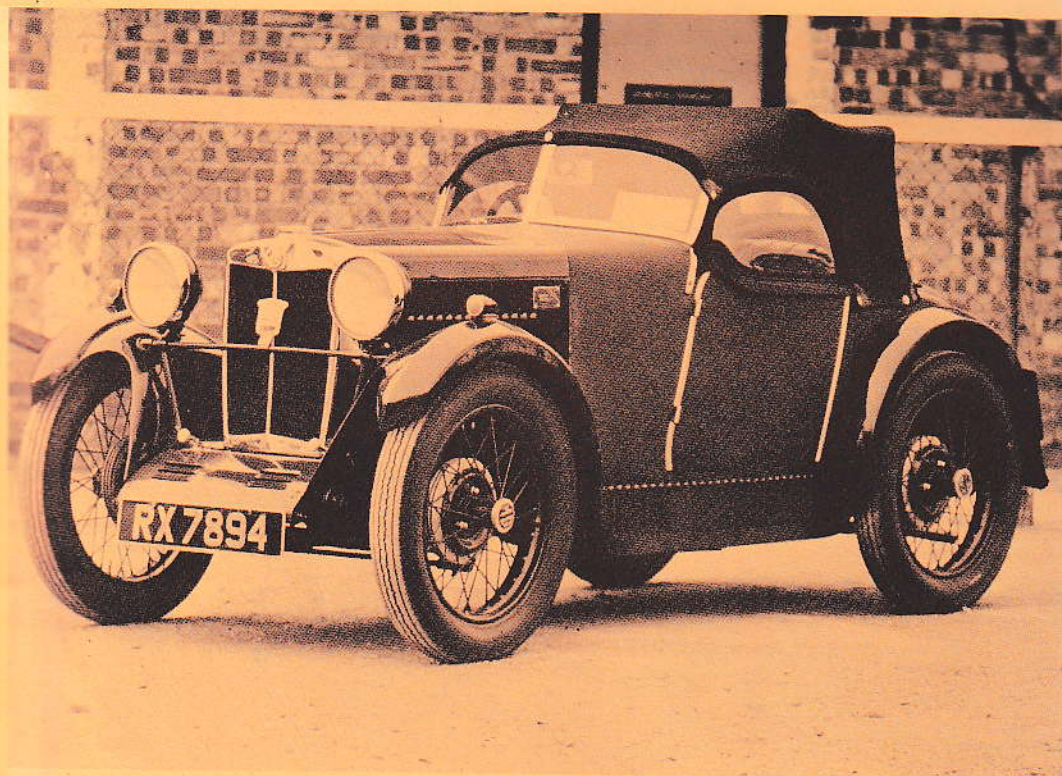
Inside Front Lower Right. The 1,100 cc Class starts in the 4935 British Empire Trophy Race at Brooklands. No.14 is Leslie Seyd in K3024 who came 3rd. in Class and 15th. overall, No.12 is Donald Letts (again) in K3023 (EX.135) who came 2nd. in Class and 10th. overall, to his left is No.10 B.Bira in K3030 who finished but was unplaced, and behind him is E.R.Hall in K3006 who retired. The other M.G. in the class was K3028, driven by J.L.Ford who retired. There were seven M.G.s in the 750 cc Class, all Q and R types.

Inside Back Upper. The M.G. Car Company's M type at Silverstone.

Inside Back Lower. Ken Sheffield racing his D type at a V.S.C.C. Meeting in 1965. Ken was quite active at this time and won a race or two.

Outside Back. My J2, again! This picture was taken in 1977 after the chassis straightening session occasioned by some nocturnal aerobatics. The opportunity was taken to return the car to near original condition, including the original colour of black. Hereby hangs a tale. When we first competed at the Silverstone Club Circuit in 1956 the best lap was done in 1 min.51sec. Subsequent events showed an improvement in times and many were the tweaks tried to make the car go faster. By 1976, we had done 1min.34sec. using 16" wheels, 12" brakes, 1½" carbs. and removing lots of road gear (not mudguards). Therefore, in 1978, using 19" wheels, 8" brakes (mostly inoperative) and 1" carbs. I expected to be much slower. We did 1min. 38secs. Should I have been pleased that the car went so well or disappointed that twenty years of go-faster effort was really worth only 4sec.?

The tyres are Avon 3,50x19 Sidecar Triple Duty Mk II. These were cheaper than Dunlops. The headlamps are Lucas 51026 as used on Caterham Lotus Sevens. The fuel piping is by Aeroquip.



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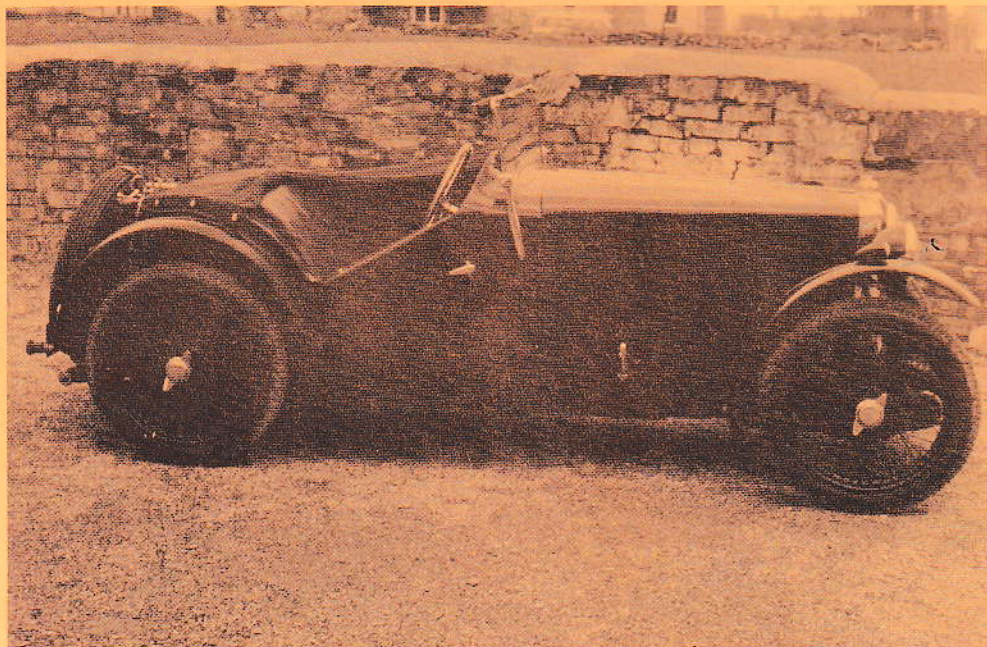
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