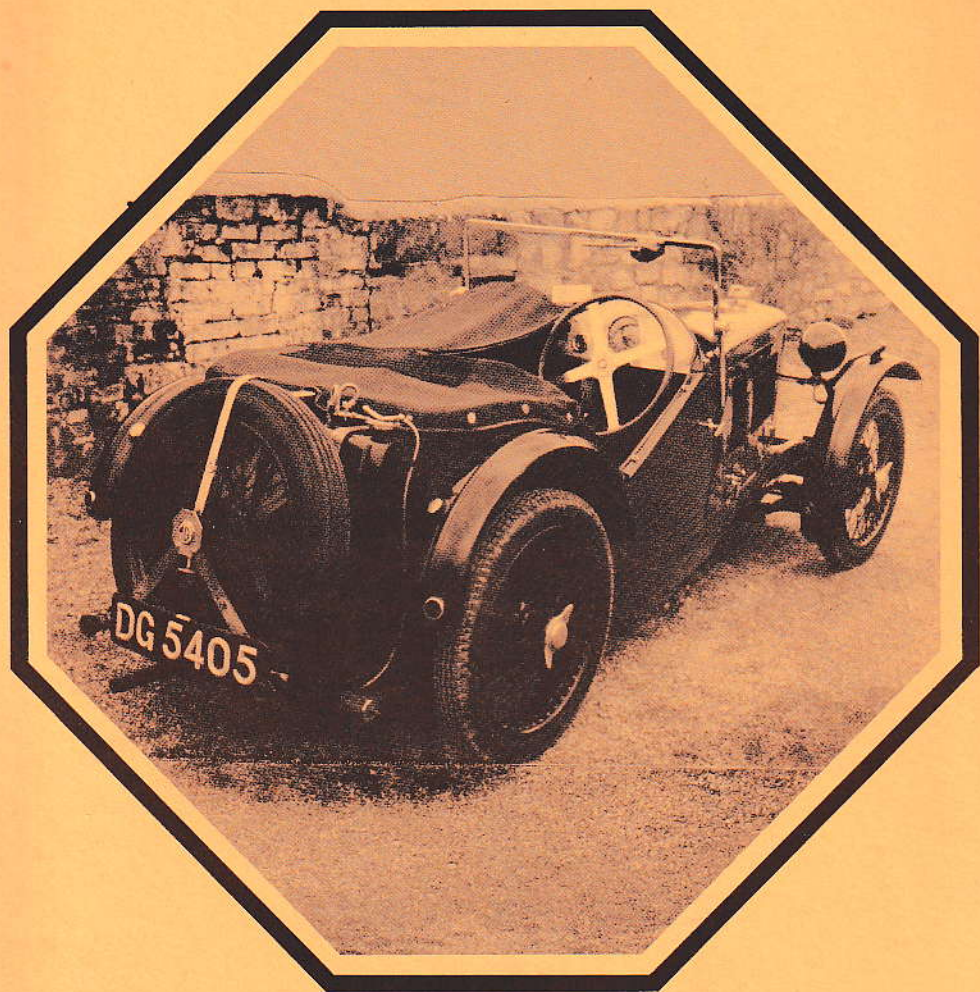
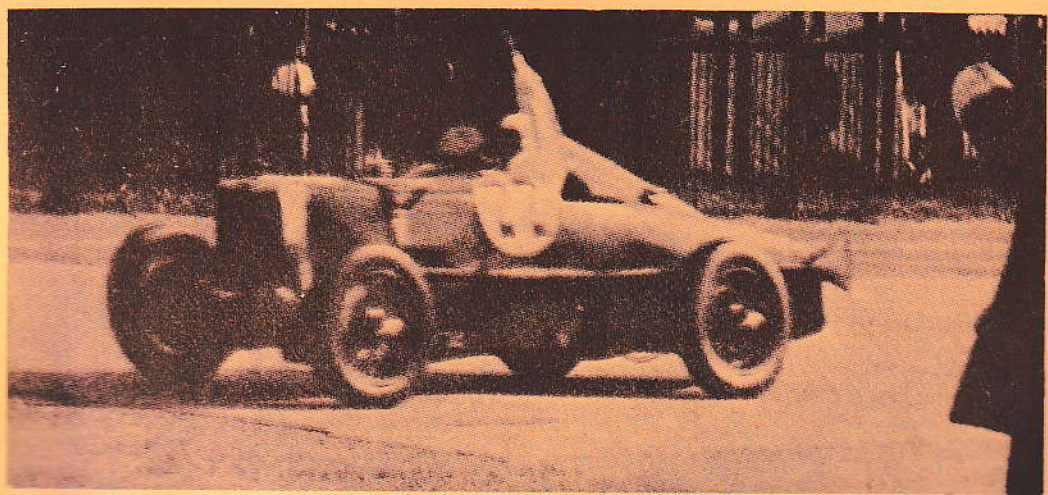
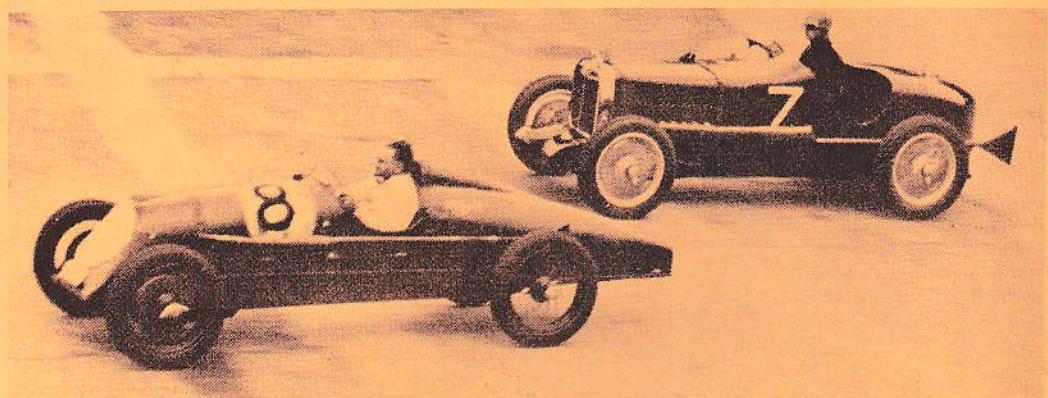
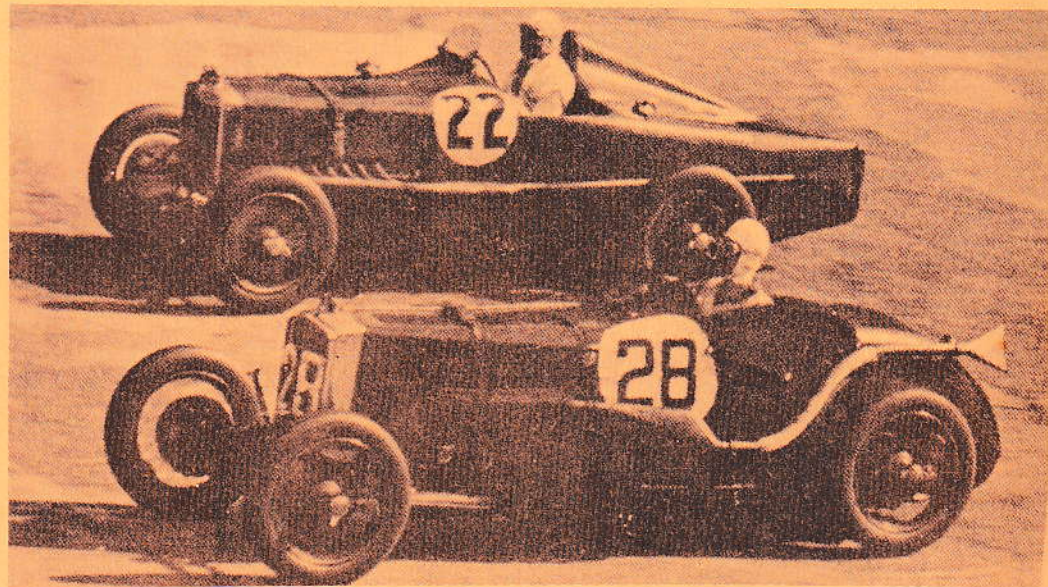




TRIPLE M REGISTER INFOLETTER



CAR OF THE YEAR



M.G. CAR CLUB

Triple - M Register

Infoletter No. 66 December 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. Your scribe's J2. Strictly speaking, this should be the last time it appears on the cover, the new Car-of-the-Year being Mike Hibberd's PA. However, you are going to have to put up with it for two more issues - because we've got the covers printed. As an excuse for letting one of those overweight P-types beat me I can claim an enforced reduction of activity in 1981, only seven events to date with the possibility of one or two more before the end of the year. Well done Mike. Can we have a picture of your car please?

Inside Front. All these three pictures come from the 1933 B.R.D.C. 500 Miles Race, at Brooklands. The Top one shows E.R.Hall's K3006 passing Lady Anne Selsdon in her Frazer Nash on the Byfleet Banking. The long pointed tail he is sporting is not unlike the catalogued works' tail. This is the only occasion on which I have seen a picture of this fitting actually in use (as opposed to posing in a catalogue or brochure).

The centre picture shows Whitney Straight in K3011 passing Freddie Dixon's Riley. This car is wearing the much stumpier rounded-tail body which was specially built for Straight when the car was new and which it still has to this day.

Finally, at the bottom of the page we have a clearly delighted Eddie Hall finishing and winning at 106.53 mph. Other M.G.s taking part included R.A.Yallop and E.Fronte-

CHERDAR 1981

I wish I'd been there. Steve Dear has sent me full results. So as to inspire all the absentees to come along next year, we'll list them all so as you can see what a splendid collection of MMM machinery was assembled.

Driver.	XXX	Car	Reg.No.	
J. Bevington		M	GC 7705	
M. Rushton		M		
B. Foster		C	VD 30	
D. Cooksey		C	RX 8591	
C. Teiche		J4	JB 3195	Award
D. Heath	J Special		FS 6617	
J. Hart		J2	AMY 217	
M. Linward		J2	JL 753	
K. Hall		J2	AGY 339	
A. Bradshaw		J2	MV 4838	
B. Wilson		J2	RV 2595	
I. Mackay		J2	FS 5663	
T. Holden		J2	MG 2335	
R. Smith		J2	JC 1500	
R. Bateman		J2	ANO 651	Award
P. Gardner		PA	DG 8535	
R. Williams		PA	TJ 5000	
E. Kirkland		PA	WS. 1054	
R. Thomas		PA	WP 5939	Award
T. Hunt	PA, Bongazoo		BVX 80	Award
B. Dean		PA	AWL 667	Award
J. Dovey		PA	IOL 786	
G. Jensen	PA, Airline		TH 6498	
D. Brown		PA	567 CRU	
S. Bailey		PB	CUG 434	
P. Staddon		F1	HY 6618	Award
M. Hibberd		F1	PJ 5933	
A. Harold		L2	JB 1649	
N. Dean		L	MG 2949	
J. Davidson		L	MG 2750	
G. Jarvis		L2	JB 1649	
P. Mace		K1	BPD 728	
M. Warner		KN	MG 4314	

F. Ernst	KN	AVB 339	
P. Bayne-Powell	K3	JB 1475	
P. Green	ND	MG 3614	Award
Pat Green	Pa	TJ 5000	
M. Allison	NA	JB 3852	
L. Bull	NA	JB 3853	Award
C. Baughan	NA	TJ 9036	
J. Kidder	NA	NG 9577	
P. Bayne-Powell	NA	BYU 271	
C. Howe	J2	JI 5690	
K. Gallop	J2	MG 2313	Award
W. Cooksey	C	RX 8591	

Steve is arranging for a larger field next year. Perhaps we could get some of the missing models along, M 12/12, D, F2, J1, J3, a standard PB (Sam Bailey's is blown and has cycle mudguards), L Continental Coupe (Nick?), K2, KN Saloon (both Martin Warner's and Fran Ernst's cars are tourers), NB, ND, NE, QA and RA.

More on N-types.

Tony Margel, who has put in a lot of effort compiling an index of articles and pictures covering MMM topics, has extracted from that index all the references to photos of N and L types. This little exercise was prompted by the list of pre-war photo references given in the last Infoletter.

N and L-type photos in Safety Fast (SF), Yearbook (Y), and Infoletter (I) since 1968. For some of the more well known cars (e.g. JB 9518), just a selection are included.

Car. Reference. Page.

AA 0359	SF 10/72	10	JB 3852	SF 10/68	31
AB 8116	SF 4/70	8	JB 4161	Y 78	13
AXN 637	I 44	Cover	JB 4606	SF 7/68	35
AYT 197	SF 2/76	16	JB 4607	SF 8/76	1
BWV 085	SF 4/74	9	JB 4608	SF 9/70	10
BYU 271	I 56	Cover		SF 8/71	1
GCR 455	SF 6/73	1		SF 7/68	35
JB 3852	SF 11/73	1	JB 4750	Y 76	24
	SF 9/75	16		SF 7/68	35
	EX 49	Cover			

JB 4750	SF	9/80	Cover	MG 4321	SF	8/78	4
JB 9518	Y	72	30	NG 9577	Y	71	Cover
	SF	5/73	17		Y	72	Cover
	SF	12/74	25		SF	7/72	23
	Y	79	23	RC 1985	Y	80	35
JK 3993	I	61	Cover	TJ 9036	SF	12/79	11
JW 5703	Y	80	9	TW 700	SF	9/68	17
LJ 9999	SF	1/79	8	TF 9853	SF	11/75	5
MG 3948	I	5/79	Cover	SYU 23?	Y	75	8

One or two numbers there which do not seem to quite proper. Tony lists the following cars as having "unseen registrations, special bodies or specials".

SF 6/69	2	SF 11/74	14	Y 78	38
SF 12/70	15	Y 73	26	I 53	Cover
SF 10/74	1	Y 79	11	I 60	Cover

Can anyone recognise and place any of these cars for Tony?

And so to L-types.

AGY 424	Y	77	17	JB 1649	Y	77	18
ARRH 701	SF	8/70	1		SF	10/77	7
	Y	78	10	JO 8195	I	44	Cover
	I	50	Cover	RG 8579	Y	77	19
BPG 479	I	51	Cover	MG 2840	SF	2/70	6
BR.TA.2	Y	78	11	MG 3003	Y	77	17
E 69630	I	48	Cover	MG 3820	SF	11/77	10
EK 9500	Y	77	19	TJ 1029	Y	77	16
				TJ 1030	Y	77	16

As I write I'm not sure what the up-to-date position is regarding Tony's Index. Some years ago Ohil Peckham compiled an index of all ~~MM~~ Bulletin references and most useful it was too. The intention was that Tony's index should take us up from 1968 (when Phil's Index finished) more or less to date. I believe the index is in print. When it is printed it will be distributed by Roger Thomas at, I believe, £1.50. Watch this space, as they say.

MORE ON WEIGHT.

Roger Thomas says, "On a completely different topic, I recently weighed my PA on a MoD Certified Weighbridge. The car being so light it was probably on the limits of accuracy. However we found;--

Weight overall	770kg = 1698 lb = 15cwt 17lb, 100%
" front	360kg = 793 lb 47%
" rear	410kg = 903 lb 53%

This was with about $3\frac{1}{2}$ gal of fuel, tools (say 20 lb), and weather equipment (also say, 20 lb).

This compares well with the Autocar 17-1-36 figure of 15cwt 72 lb and the data sheet 14 cwt 91 lb. I frankly do not believe the August 1934 Motor Sport figure of 14 cwt 00 lb and certainly not the November 1934 Autocar figure of 13 cwt 56 lb. I wonder if it was a road test "special" or inaccurate factory data? Perhaps I should say ~~that~~ that my bodywork is made of aluminium but of heavier gauge than the steel so it probably does not make too much difference."

If you take off those 20 lb. of tools and 32 lb. of fuel you are almost bang on the weight of $14\frac{3}{4}$ cwt quoted in "Blower".

AND MORE ON THE INDEX It will be obtainable from Roger Thomas at £1.50 plus 50p postage.

FOR SALE AND WANTED.

1. Ian Campbell, Finlandia, Strachan, Banchory, Aberdeen-Shire, has for sale a J rolling chassis (J0502) with axles, brakes, wheels and tyres, steering gear including box and wheel, and radiator; F chassis with axles and ~~br~~ brakes, M chassis with a few bits, notably a steering box and column.
2. J.M. Gibson, Uplands, Halliford Drive, Barnham, Sussex, Tel. Yapton 553293 or 552244 needs a cut out box type CJF2 to finish the rebuild of his J2.
3. Helmut Klockner, 2000 Hamburg 50, Haubachstrasse 18a, West Germany, needs for his J2, a clutch bellhousing, clutch plate, aluminium spring plate, accelerator cross shaft and bonnet.

4. Stephen Ellis, 11, Ingram Close, Stanmore, Middlesex, Tel; 01-954-1298 or 01-954-1376, has the following for sale or exchange for N-type parts. P-type front lower windscreen supports (on Body), P-type firewall side supports, P-type rear wing supports (goes across back of body), Lucas 6volt dynamo DD 55, N-type 4-seater rear body (suitable as pattern only), N-type metal footwell. WANTED. NB engine or block only, NB sump.

5. Jon Lamb, 11, Falaise Close, Lincoln Green, Ross-on-Wye, Herefordshire, HR9 5UT, Tel; Ross 4367, has for exchange five 19" side-laced wheels for centre-laced same (for TC), WANTED. Complete rolling P-type, no body.

6. Brian Rhead, 25, Leylands Park, Burgess Hill, West Sussex, RH15 8AQ, Tel; Burgess Hill 47089, WANTS, One Rotax head lamp for F1, windscreen bottom rail and body brackets for J2, good swept wings/ running boards for J2, late J2 petrol tank, PA manual, P-type Bishop cam steering column, J2 drop arm. He has for swap, one 12volt dynamo rotor which will probably need rewinding, a pair of Rotax headlamps, (chromed and numbered K6(8), pair tatty M-type "house roof" front wings, rev-counter with brown bakalite case, 5" o.d., R.P.M. x 100 but no name on dial, also TD? petrol tank and TC instruction manual.

7. Patrick Gardner, Manorfield, 32, Eastwick Drive, Great Bookham, Surrey, Tel; Bookham 52133, needs the following parts for a P-type; undertray, set of P or J rear shock absorbers, trip meter and speedometer, P windscreen supports, bulkhead rain channel, bulkhead guttering to hold rubber, He has to swap, C-type speedo, PB type rev. counter and one 7" Rotax Brass headlamp.

8. For F-type owners. New front water outlet pipes/ fan brackets, also exhaust boxes made of stainless steel. For details, s.a.e. to Dudley Ball, Westview, Church Rd., Hockley, Essex, Tel; Southend 0702-203113. Prices depend on demand.

9. Peter Long, 35, Wellington Rd., Ashford, Middlesex, TW15 3RL, Tel: Ashford 45293, has to sell or swap, 2 bucket seat shells and sprung bases, one K/L flywheel, one P clutch, 2 K shock absorber link arms, one K/L spigot bearing housing, one 9" Rotax shell (headlamp?) and some K (13") brakeshoes. He needs, P/N spigot bearing housing, 6-cylinder spare plug holder, J2 windscreen mounting pillars and a P/J hood frame.

10. Graham Wilkins, Thorn Finches, Shapthorne, West Sussex, RH19 4HU needs all P-type parts for building car from chassis, in particular he mentions 12" brakes, hubs, 19" side-laced wheels, axles, engine and gearbox. Would swap for spares or sell EX-WORKS MGC GT prototype 1967, verified by BL Heritage, complete and in sound condition for rebuild.

11. Albert Hannah, 7, Southwood Drive, Kings Park, Glasgow, wants a good PB.

12. Andie Ritchie, Hazelbrook, Peaslake Lane, Peaslake, Surrey, Tel: Torking 730832, needs a vertical drive shaft for a P-type.

13. Bob Williams, 19, Leyland Drive, Saltney Ferry, Chester, CH4 0BG, Tel: Chester 0244-672692, has the following NEW P-type spares to sell, twin spare wheel carrier, spigot bearing housing with bearing, fabricated aluminium water manifold (looks the same as casting but weighs only $3\frac{1}{2}$ oz., c.f. casting 20 oz. Also, N-type water pumps, overhauled, castings supplied unmachined or machined and N-type pumps converted to fit P-type. WANTED. P-type radiator surround, front axle beam, brakes (backplates, shoes, drums), wheels 18" or 19" sidelaced, also 16" 42mm large or small hubs.

14. John Britten, 16, Recreation Ave., Leigh-on-Sea, Essex, Tel: 0702-712533, has for sale or exchange, NA horn, L/K petrol gauge, J2 swept rear wings (need repair), 8" Rotax headlamp type LBL 140 and for a TD, cylinder head and crown wheel and pinion. He needs for an L-type, propshaft, water pump, gearbox crosstube and nearside support bracket (same as P?), any engine parts, L/N carburettor linkages (choke and throttle),

or complete pair of carbs. ($1\frac{1}{8}$ "). I now see I've got his name wrong, he is John Batty.... sorry.

15. Jay Hall, 30, Woodlands Drive, St. Albans, AL4 0EU needs a pair of J2 door handles.

.....

P-TYPE NOTES by John Seymour-Howell.

King Pin Bushes. It is possible to ream king-pin bushes in line without an in-line reamer. Remove the bush with the most wear and install a new one. Pass a normal $\frac{5}{8}$ " parallel hand reamer through the remaining old bush and ream out the new one. Remove the old bush and install its replacement and ream out, using the other, newly reamed bush as a guide. This is not ideal perhaps, but it worked for me, mainly because there was a small unworn length in one out of each pair of old bushes which served as an accurate location for the plain shank of the reamer.

Magneto Clamps. Scintilla Vertex magnetos tend to wobble alarmingly if installed using the standard distributor clamp. This is due to excessive clearance between the magneto spigot and the engine sleeve, accentuated by the weight of the angled magneto, which was intended for vertical mounting as the name implies.

A solution is to cut a slot through one side of the sleeve for about half its length. This enables a split clamp to be used to tighten the sleeve and grip the magneto spigot in any position. The original clamp is not used and is replaced by a washer of equivalent thickness to prevent the drive dogs from bottoming. It is necessary to turn the outside diameter of the cast sleeve (between the two flanges) to some arbitrary diameter to allow whatever form of clamp you use to fit satisfactorily. A sketch of a suitable clamp is available to anyone interested. (S.a.e. to John at, 1, Orchard Drive, Horsell, Woking, Surrey, GU21 4BN, please).

Rear Axle Hub Oil Leaks. Distorted hub flanges may be a source of oil leakage. The

flange forms a face joint with the hub bearing carrier and distortion makes the gasket ineffective. This is usually due to chiselling to part the joint (invariably by some previous owner), and is detectable with a straight edge.

The worst effects are correctable with a copper hammer, holding the half shaft/ hub assembly upright and supported on a wood block to avoid damage.

Using a lathe, skim both faces true. Remove the least possible metal and then restore the width of the protruding lip that locates the hub bearing to its original dimension. Reassembly with a standard gasket should produce a leak free joint.

You may argue that axle oil should not leak past the cork sleeves, but I find that they eventually disintegrate and a better solution is to fit brass oil thrower sleeves, obtainable from Mike Dowley.

Ed.'s note. Agree on the corks. They are useless. If you do not have access to a lathe (most of us don't), you can often get by by easing off any obvious high spots or burrs with a fine file and then using a thin cardboard gasket of about postcard thickness instead of a paper one.

.....

THE FUTURE. Our future schedule is going to be disrupted. BOO. But we hope to bring out a bumper issue. HOORAY. Not so many pages. BOO. But more on each page. HOORAY. No special cover. BOO. But pictures inside. HOORAY.

The fact is that I have contracted to fill twelve pages of the June 1982 Safety Fast with Infoletter type material. This will have to be sent to the editors by the end of March 1982. The early copy date may be tied up with an aim to get the issue out before our Silverstone weekend. In the natural order of things, the next Infoletter would tend to come out about late February. That, if it happened, would clear me out of suitable copy just at the crucial time. I will get an Infoletter out in early 1982 if I have sufficient copy to hand. If not, the next issue you will see will be a part of June 1982's Safety Fast, followed almost immediately by an "ordinary" Infoletter.

Pages 11 to 14 this month are a reproduction of a
_____ part of a V.W. Derrington & Co.
catalogue dated November 1954. As a rough guide,
prices of car type things have gone up by a
factor of about ten since then. I tried to find
the price list where reconditioned K3 and J4
engines were offered. That would solve the prob-
lems of lots of replica builders.

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Derek Crowe has sold 2M3100 to Singapore. Appare-
ntly the owner is none too pleased with it and a
further change may be imminent.

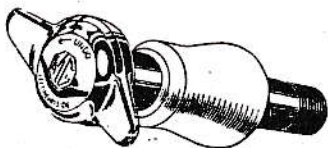
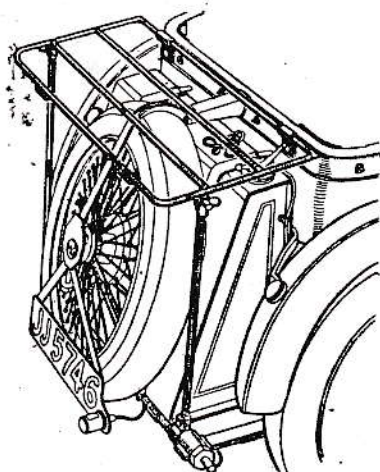
Jerome P. Kemper of Florida writes to say that he
owns J2488 (which had a question mark against it
when we listed it in the Register). It limes
with his other car, PA0524, in that sunny and
attractive climate.

Can anyone throw any light on some of the early
cars to be registered and where they are now?
For instance, Register No. 10 was 2M0276, owned
in 1961 by R.J. Munro of Herts. In our recent list
it was said to be in Devon with N. Hough but was
given a new register no. of 1877. Are we talking
of the same car?

Also, No. 12 on the Register was FO316, a
saloon, owned then by B.J. Graves, which I think
he had owned for some time. Does anyone know who
owns this car now?

Two of the early-registered PBs have gone
across the Atlantic. The ex-Mike Harris PBO50, which
started life as a 4-seater and acquired the ex-Porthos
body in the late nineteen-fifties went across in the
'sixties. Can anyone confirm that the present owner
is T. Berent? Also, our first Airline Coupe, PBO560
which was in Kent in 1961 is now believed to be owned
by R. Dickinson in the U.S.A.. Is this information up-to-date?

Also, does anyone know the history of that
K2 Airline Coupe which Barry Walker has been
advertising. What is its chassis number (it is
not on our listing this month you will notice)
and, has it had that body from new or is it a
later addition?



REAR SLAB PETROL TANKS

(as featured in the illustration)

Made of heavily tinned steel sheet for long life and prevention of internal rusting. Cut out for battery and baffled to prevent surging. Fitted with chromium plated Bonora quick acting filler cap, large drain plug, petrol pipe connections for main and reserve supply and coiled copper air vent. For J.2., P, and N types £12 10s. 0d. T types ... £11 0s. 0d. Crate (returnable) ... £1 10s. 0d.

TWIN SPARE WHEEL CARRIERS for all M.G. models with knock off hubs and rear mounted spare wheels. To screw in place of the single nut, with a distance piece between both wheels, preventing tyres chafing. Heavily chromium plated nut, and distance piece in light alloy £3 15s. 0d. Single wheel nuts ... £2 10s. 0d. Postage ... 2s. 6d.

DEEP NOTE EXHAUST SYSTEM.

Gives a perfectly free flow to the exhaust gases enabling full power to be developed, yet adequately silences by sound wave absorption. Imparts a very pleasing mellow tone to the exhaust note, most attractive to a sports car. The silencer is made a sliding fit on to the standard front pipe to allow for heat expansion and the tail pipe is fitted with correct type of clips for fitting.

For M.G. models, M & D—£3 10s. 0d., J2 and P—£3 15s. 0d., N, L, K, TA and TF—£4 0s. 0d., VA 1½ Litre—£5 5s. 0d., and SA 2 Litre—£6 0s. 0d.

All types and makes to order.

Packing and carriage 5s. 0d. to 10s. 0d. extra.

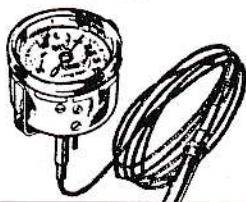


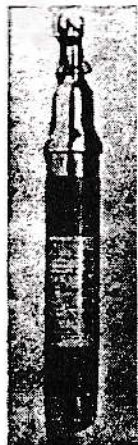
THERMOMETERS

Oil and water with 6 or 7 ft. capillary tubing, bulb and adaptor. Black figures on white face or vice-versa. Smiths' or Jaeger £2 17s. 6d.

OIL PRESSURE

GAUGES. Standard dia, 2" stocked in 3 ranges 0-50 p.s.i., 0-100 p.s.i. and 0-150 p.s.i. Black or White dials. Smiths' ... £2 8s. 6d.





"COLOPRESS" COMBINED INFLATOR AND FIRE EXTINGUISHER.
Ejecting carbon dioxide under high pressure, it extinguishes fires promptly and effectively, without damage. Will inflate in a few seconds, four 6.00 x 16" tyres to 26 p.s.i. when full. Weighs only 3½ lbs., 16½" x 2", £3 17s. 6d. brackets 3/9, refilled for 2/6. Ideal for trials and racing drivers, being dual purpose.

FIRE EXTINGUISHERS.

With brackets.
1 pt. Deemo, chrome £3 5s. 0d.
1 pt. Pyrene, chrome £3 10s. 0d.
refills 5s. 0d. each.
Reconditioned 1 quart size, filled £2 5s. 0d.
refills 9s. 0d.



Packing and Postage
2s. 6d.

SPEEDOMETER AND REV. COUNTER HEADS. Brand new Jaguar 5" dia., black dials white figures, in matched pairs ... £8 10s. 0d.
separately, Rev. counter h'ds £5 10s. 0d.
Speedometer heads ... £3 10s. 0d.
Large and varied stock of all types.

AMMETERS.
All sizes and makes from 10s. 6d. each.

SCREEN WIPER MOTORS.
12 V. all enclosed ... £3 15s. 0d.

DUAL WIPER ARMS & BLADES.
TRICO, all chrome £1 13s. 6d. per set.

REPLACEMENT HOODS, READY TO FIT.

Made in best quality double texture duck, in black and fawn. Transparent plastic rear window, which folds without cracking and does not discolour. Tailored, ready to fit. Fitting instructions, necessary screws, tacks and finishing banding, included.
For J2, P, N, T & TC 2 Strs.—£7 3s. 0d., TD—£7 16s. 0d., TF—£8 6s. 0d.
Full width rear window 12s. 6d. extra. Postage 2s. 6d.

HOOD ENVELOPES, snug fitting to match, £3 10s. 0d. Postage 2s. 0d.

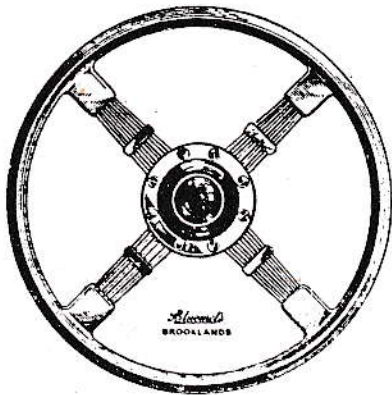
TONNEAU COVERS.

Full, one piece tonneau covers, covering the whole of the luggage or passenger, and driving compartment; are fitted with a central zip fastener of heavy quality, allowing either side to be uncovered. Made in best quality double texture rubber interlined duck, storm and waterproof and with well for steering wheel if needed. Tailored to fit models listed, other models and makes to order if template supplied.
For J2 & P two seaters—£5 10s. 0d., TA & TB two seaters—£6 7s. 0d., TC—£6 7s. 0d., TD—£6 7s. 0d. Postage 2s. 0d.

Half tonneau covers for luggage compartment only £2 18s. 0d.

REPLACEMENT SIDE SCREENS.

Strong metal frames, covering in best black or fawn duck with clear plastic.
For TC, front—£3 5s. 0d. ea., rear—£2 10s. 0d. ea.; TD, front—£3 10s. 0d. ea., rear—£2 10s. 0d. ea. Packing and postage 3s. 0d. ea. Side screens recovered (own frames) fronts—£2 5s. 0d. ea., rear—£1 15s. 0d. ea.



"BROOKLANDS" STEERING WHEELS.

A highly beautiful, fully flexible wheel for the discriminating driver. Hard, lustrous, slender finger grip rim, giving delicacy of control, with spring steel core rims and stainless steel spokes. Rim will not become 'tacky' or soil the hands. The boss is covered with a chromium M.G. monogram, and rims are available in black, cream or mottled brown 17" dia.

For J2, P, L, N, K, TA &
TD models ... £4 10s. 0d.
For T.C. with telescopic boss £5 0s. 0d.
For Jaguar 'XK.120 ... £6 15s. 0d.
Postage ... 2s. 0d.

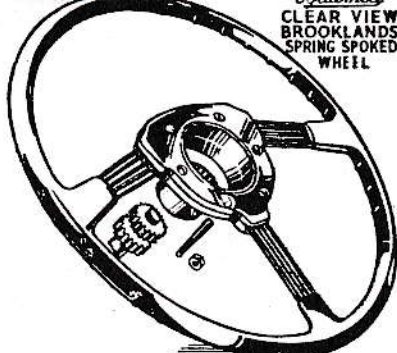
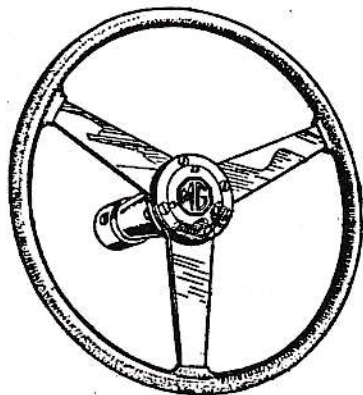
Many other models available.

STEERING WHEEL

A three spoke wheel, permitting full view of the instruments. Can be set to any desired position by means of the serrated boss.

As yet, only available in brown mottled rims for Ford 8 and 10, years 1937 to 1953 £4 10s. 0d.

Postage 2s. 0d.



VARIATION IN POSITION OF KEYWAY IS PERMITTED BY PATENTED DETACHABLE SERRATED SLEEVE.

"FEATHERWEIGHT" STEERING WHEELS.

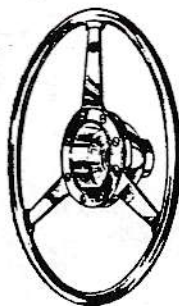
The lightest steering wheel made, weighing under 1½ lbs. (less boss) one third the weight of other wheels. Rims spokes and centre are cut from 8g. H.T. light alloy, giving flexibility with great strength and freedom from fracture. The rim is covered in hand sewn Vaumol hide, in fawn or colour to choice, matching upholstery. With soft or hard rubber core as desired. Also available with moulded clear plastic rim, rivetted on, the rivet heads providing a sure grip. The frames are made to fit existing bosses and can be supplied with bosses for many popular makes, prices upon application.

15" & 16" dia. frames, leather covered or plastic rims ... £5 5s. 0d.
17" dia. frames, leather covered or plastic rims ... £5 12s. 6d

WOOD RIM "FEATHERWEIGHT"

After considerable development and experiment, we have evolved a laminated wooden rim in contrasting colours of rich mahogany and white sycamore, which can be offered at an attractive price, less than one third of the imported article. The wood is bonded on to the metal and is finished highly polished, the contrasting colours showing up to great advantage. Only available in 16" dia. ... £8 0s. 0d. Mounted on bosses, for Austin Healey £9 5s. 0d.; Aston Martin D.B.3, Triumph TR2 £9 10s. 0d.; Jaguar XK.120, Mark VII £11 0s. 0d.; M.G., T.C., adjustable boss £9 10s. 0d.; TD & TF £8 15s. 0d.

Packing and postage 2s. 6d.



Prov. Pat. No.
29909/54

SPARE PARTS FOR M.G.

PART	ENGINE									
	M & D	J2, 3 & 4	PA & B	K & L	NA	TA	TB, C, D.			
Gaskets										
Cylinder head	5 8	10 0	11 5	11 9	14 0	17 1	7 2	5 9		
Rocker box cork joints	2 0	2 0	2 9	4 4	4 6	1 9	4 7			
Inlet manifold joints	3 8	3 10	2 2	3 4	2 2	1 11	4 3			
Exhaust manifold joints	3 8	3 4	2 2	8 4	3 4	1 11	4 3			
Exhaust pipe joints	1 0	1 0	1 0	1 0	1 0	1 0	1 0			
Sump cork joints	2 6	2 5	2 4	2 7	3 7	1 4	2 0			
Valves										
Inlet	6 6	7 6	7 6	7 6	7 6					
Exhaust	6 6	7 6	7 6	7 6	7 6					
Guides	6 6	6 6	6 6	6 6	6 6					
Cotters (each)	6	6	6	6	6	6	6			
Stem caps	6	6	6	6	6					
Springs [Terry's] (set)	10 0	13 6	13 6	1 0 0	1 0 0	16 6	1 1 0			

PART	M & D	J2, 3 & 4	PA & B	K & L	NA	TA	TB, C, D.
Rockers (new)	—	1 6 6	1 6 6	1 6 6	1 6 6	—	10 6
Rebuilt Steelite (each)	7 6	7 6	7 6	7 6	7 6	—	—
Bushes (less nuts)	6 6	6 6	6 6	6 6	6 6	—	—
Bush nuts	1 0	—	—	—	—	—	—
Bush set screws	—	4	4	4	4	—	—
Shafts (each)	10 6	10 6	12 6	15 0	15 0	—	—
Camshafts							
Rebuilt (each)	12 0 0	12 0 0	12 0 0	15 0 0	15 0 0	—	—
Bearings (set)	1 3 0	1 3 0	1 8 0	1 18 0	1 18 0	—	—
Vertical Drive Shafts							
own rebuilt, hard chrome	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0	—	—
Vertical Drive							
Sleeves	1 0 0	1 0 0	1 0 0	1 0 0	1 0 0	—	—
Roller races (pair)	9 6	9 6	9 6	9 6	9 6	—	—
Oil seal felts	6	6	6	6	6	—	—
Oil throw washers	—	3 4	3 4	3 4	3 4	—	—
Coupling discs.	10 6	10 6	10 6	10 6	10 6	—	—
Coupling forks	1 6 6	1 6 6	1 6 6	1 6 6	1 6 6	—	—
Coupling fork nuts	6	6	6	6	6	—	—
Housings, own rebuilt	15 0	15 0	17 6	17 6	17 6	—	—
Thrust washers (each)	1 10	1 10	1 10	1 10	1 10	—	—
Pistons							
c/w pins & rings	4 4 0	4 9 4	4 9 4	6 14 0	6 14 0	4 8 0	5 16 8
Rings, compression	2 0	2 0	2 0	2 0	2 0	2 0	2 0
Rings, oil control	2 10	2 10	2 10	2 10	2 10	2 10	2 10
Connecting Rods							
Secondhand	2 10 0	2 16 0	3 10 0	3 10 0	3 10 0	—	—
Bushes	—	—	3 0	3 0	3 0	—	—
Bolts and nuts H.T.	3 0	3 0	3 11	3 11	3 11	—	—
Crankshafts							
Reconditioned, reground			not				
reinstalled, rear main	12 10 0	12 10 0	available	L15 0 0			
and crack tested							
Cylinder Blocks							
Secondhand.	5 0 0	10 0 0	—			—	—
J.3 & J.4		20 0 0	—	"F" Type	12 10 0	—	—
Cylinder Heads	5 0 0	10 0 0	—			—	—
Clutch							
Plates	1 2 6	1 7 6	—		—	—	—
Linings	1 8 0	1 15 0	1 15 0	3 7 6	1 15 0	1 13 6	1 13 6
Thrust races	1 0 0	1 0 0	19 6	19 6	19 6	—	—
Thrust carrier	1 5 0	1 5 0	—	—	—	—	—
Toggle levers	10 6	10 6	10 6	10 6	10 6	—	—
Thrust race cover	5 6	5 6	—	—	—	—	—
Road Springs							
Front (rebuilt)	2 10 0	2 10 6	2 10 6	2 15 0	2 15 0	2 10 0	2 10 6
Rear	3 10 0	3 5 0	3 5 0	3 15 0	3 15 0	3 10 0	3 10 0
Replacement front							
Main Bearing Race	1 16 0	1 16 0	1 16 0	—	—	—	—
Front Wheel Races							
Inner	15 9	15 9	15 9	15 9	15 9	15 9	15 9
Outer	15 2	15 2	15 2	15 2	15 2	15 2	15 2
Brake Cables	1 7 6	1 12 6	1 12 6	1 12 6	1 12 6	—	—
Speedo Drive Pinion	—	1 19 0	1 19 0	1 19 0	1 19 0	—	—
King Pins & Bushes	1 10 0	1 10 0	1 10 0	1 12 6	1 12 6	1 2 6	1 2 6
Speedo Cables	1 0 0	1 1 0	1 1 0	1 1 0	1 1 0	1 1 0	1 1 0
Rev. Counter Cables	—	1 0 0	1 0 0	1 0 0	1 0 0	1 0 0	1 0 0
Axle Shafts	1 12 6	1 12 6	1 12 6	1 15 0	3 10 0	1 10 0	1 10 0
Spring Trunnions(pair)	—	11 8	11 8	11 8	11 8	11 8	—
Rebuild & Rechrome							
Own Hub Nuts (from)	—	15 0	15 0	15 0	15 0	15 0	15 0
New Road Wheels							
18" & 19"	—	6 10 0	6 10 0	6 10 0	6 10 0	6 10 0	6 10 6
6.00 x 16"	—	7 0 0	7 0 0	7 0 0	7 0 0	7 0 0	7 0 0
				L type			
Crown Wheel & Pinion	6 5 0	6 5 0	7 10 0	7 10 0	—	7 10 0	7 10 6
M.G.							
Radiator Medallion	All Models		10 6				
Spare Wheel	All Models		12 6				
Brake Linings, comp. set	3 1 10	3 1 10	4 6 8	4 6 8	4 6 8	4 7 4	4 7 4

THE TRIPLE-M REGISTER . Part Seven.

Once again our Lady Registrar has turned up trumps and listed another 250-odd cars from her records. And once again I am going to do my nagging act and ask you all to make sure that you write to her and update all the information which you know to be inaccurate or incomplete. Having a list of all the o.h.c. M.G.s which have survived is one of the main aims of the Register.

Notes.

- 1) S/c
- 2) Pointed tail, doorless body
- 3) Found in nettled bed
- 4) Ex-Ted Lund
- 5) Last heard of at Silverstone 1957
- 6) Special Body
- 7) Single seater, Brooklands Outer Circuit Class "H" Record Holder, 122.34 mph.
- 8) Ex-P-type chassis, de Dion rear, single Seater, Q-type engine, Monk Special.
- 9) Ex-Campbell, EX150
- 10) University Folding head foursome
- 11) Carlton 4-seater D/H Coupe
- 12) Saloon
- 13) Replica Q-type alloy racing body
- 14) Salonette
- 15) Jarvis body
- 16) Skiles Threesome
- 17) PB body
- 18) Racing body, found in Belgian scrapyard
- 19) H.R.G. body
- 20) Found in Belgian scrapyard
- 21) Two owners, Prince Bira & Princess Chula
- 22) Frequent Concours winner
- 23) Was No.1 Saloon
- 24) Cecil Kimber's Special- bodied K1. S/c.
- 25) Pillarless saloon
- 26) S/c, 1933 Mille Miglia, Berkin/Rubin
- 27) Mille Miglia 1933, Nuvolari T.T. car
- 28) 1934 Mille Miglia car
- 29) Mille Miglia, 1934 Le Mans
- 30) S/C, single-seater
- 31) 1934 Mannin Beg winner.

- 32) Ex-Bira
- 33) S/c K3 prototype NC.2, 1933 Mille Miglia practice car.
- 34) Chassis only
- 35) K3 Replica
- 36) Destroyed in traffic accident, 1967
- 37) Twin o.h.c. car
- 38) Replacement chassis fitted in 'thirties
- 39) Kohlrusch car for 1934 season
- 40) Ex-Manby-Colgrave, Ex-Cotton
- 41) Ex-E.R.Hall
- 42) Single seater
- 43) Holder Brooklands Class "G" Outer Circuit Lap Record, 124.4 mph.
- 44) Rx-Enid Riddell
- 45) Ex-Parnell, one-time twin o.h.c. engine
- 46) Ex-Whitney Straight, ex-Seaman
- 47) Ex-Donkin
- 48) Ex-Beker
- 50) Ex-C.E.C Martin
- 49) The A.E.G. Gardner record car in International Classes E, F, G, H, I, J.
- 51) Ex-Maillard-Brune
- 52) Ex-Hertzberger
- 53) 1933 Monte Carlo Rally Car.

Chassis.	Owner	Location.	MMM Reg. Number
PBO699	M. Gooch		?
PBO700	Dr. M. Emmerson	London	1498
PBO702	D. Davis	Bucks	1504
PBO705	?	Germany (1)	1380
PBO707	?	?	628
PBO708	A. Fisk	Suffolk	230
PBO710	?	?	715
PBO711	H. Auer	Germany	1196
PBO712	M. Poth	U.S.A.	1511
PBO721	R. de Fayne	Staffs	870
PBO722	C. Paxton	Herts	1036
PBO723	J. Miller	Edinburgh	1252
PBO725	C. Shepstone	Somerset	43
PBO727	K. Wilkinson	Yorks	1363
PBO728	J. Allen	Surrey	694
PBO729	B. Way	New Zealand	1192

PBO731	M. Newman	London	62
PBO732	?	Scotland	601
PBO735	G. McRea	Ulster	1637
PBO736	G. Davidson	Herts	237
PBO737	P. Smith	Surrey	1561
PBO738	?	?	292
PBO740	R. Meere	Staffa	689
PBO741	?	?	-
PBO742	G. Thomas	N. Yorks	1923
PBO744	?	?	194
PBO746	J. Powell	Birmingham	1485 XXXX
PBO750	S. Echave	Argentina	1415
PBO754	D. Cowan	Surrey	347
PBO757	J. Perry	Cornwall	991
PBO758	D. Siddons	Isle of Wight	1542
PBO762	A. Bray	Leics. (2)	1320
PBO764	G. Saunderson	Newcastle	586
PBO765	?	?	498
PBO767	W. Shepherd	Ulster	933
PBO771	W. Marshall	Bristol	1073
PBO773	J. Horsburgh	Surrey (3)	1626
PBO774	J. Cushman	U.S.A.	324
PBO775	M. Harward	Middlesex	1483 XXXX

QA Types.

QO251	Believed scrapped pre-war		
QO252	H. Monk	(4), (1)	Manchester 206
QO254	B. Gilbert	(5), (1)	?
QO255	M. Ellman-Brown	(1)	Kent 18
QO256	P. Vickery	(6), (1)	Australia 362
QO257	P. Vickery	(1)	Australia -
QO258	M. Beer	(4), (1)	Hunts 153
?	R. Marsh	(8), (1)	Reigate 207

RA Types

RAC251	C. Duerden	(1)	Yorks. 154
RAC253	R. Southward	(37)	New Zealand -
RAC255	R. Clarke		South Africa 465
RAC256	M. Beer	(1)	Hunts 7
RAO257	S. Beer	(37) (1)	Hunts 203
RAC258	S. Beer	(37) (1)	Hunts 234
RAC259	P. Bucknell	(1)	Australia 490
RAO260	S. Beer	(9) (1)	Hunts 71

F Types, F1.

FO257	B.Oudejans	Holland (10)	1507
FO258	B.Oudejans	Holland (11)	1583
FO266	E.Taylor	Yorks	279
FO275	T.Vinson	U.S.A.	1701
FO283	I.Goddard	Birmingham	1278
FO301	I.McVittie	Teeside	944
FO313	?	?	232
FO316	?	? (12)	12
FO323	M.Wrigley	Bath	1876
FO328	?	?	32
FO330	I.Grant	London	896
FO335	J.Mee	Rochdale	926
FO340	T.Edwards	Surrey	1279
FO450	J.Selway	S.Humber	260
FO382	T.Hartley	Leeds	887
FO402	R.Beasley	Sussex	1408
FO409	R.Neapole	France	1843
FO414	S.Putran	U.S.A.	573
FO448	D.Venables	Sussex (15)	1760
FO453	P.Skelsley	Yorks	1072
FO502	D.Brainwood	Leics 1050	1668
FO523	D.Robinson	Leics	1668
FO530	W.Lloyd-Davies	Derby	973
FO533	P.Gjerdrum	Norway	1788
FO546	B.Atherton	Australia (13)	998
FO551	R.Malsed	U.S.A.	1649
FO555	R.Hannafoxd	Norfolk	323
FO600	R.Brown	Hunts (1)	557
FO600	G.Alexander	Scotland	-
FO606	A.Rutterford	Suffolk	575
FO610	B.Foster	Somerset	1526
FO629	L.Moore	Middlesex (14)	1503
FO631	R.Barnard	Bristol	619
FO637	B.Lyth	Northumberland	593
FO639	H.Lansdown	Hants (14)	1409
FO662	W.Tenks	Co.Durham	872
FO668	Ir.P.Tabb	Sussex (15)	1710
FO683	?	?	868
FO700	W.Watkins	U.S.A.	1397
FO703	P.Jaye	Bucks (16)	1301

F0705	Genlloud	Huddersfield	331
F0707	L.Aas	Norway	1231
F0708	M.Double	Suffolk	1892
F0714	Mrs.M.Panter	Warks. (15)	997
F0726	N.Davies	Leics	1167
F0732	P.Bayne-Powell	Surrey (16)	471
F0739	?	? (16)	116
F0744	J.Chambers	France	1644
F0765	?	? (17)	1199
F0773	Mrs.L.Beadle	Sussex	1095
F0812	R.Smith	Bucks	869
F0815	J.Berg	Norway	1461
F0849	C.Thornton	Kent	33
F0851	F.Collard	Holland (18)	1607
F0864	M.Page	Bucks	1857
F0876	?	?	-
F0884	?	?	476
F0887	W.Wilgoss	Herts	1244
F0904	XXXXXXXX Page	Cambs	1458
F0930	R.Elliot	Sussex	528
F0931	?	?	261
F0955	?	?	745
F0960	H.Boerboom	Holland	213
F0976	G.Horrox	Berks	1757
F0980	M.Whitehead	Birmingham	640
F0984	D.Koppel	U.S.A.	170
F0987	A.Simpson	Bucks	1373
F0989	P.Chappell	Bucks	929
F0991	W.Bone	Sussex	440
F0993	H.Tonge	London	1003
F0997	D.Gregory	Doncaster	1871
F1032	B.Poat	Surrey	825
F1045	G.Frushour	Suffolk	1731
F1048	A.Whalley	Surrey	921
F1068	M.Bradbury	London	86
F1071	P.Smith	Leics	881
F1095	M.Zingg	Switzerland	-
F1103	?	? (19)	326
F1117	S.Tate	Leeds	1938
F1125	A.Warren	U.S.A.	1732
F1129	M.Cleary	Berks	34
F1143	G.Kirk	E.Yorks	1910
F1164	H.Westgaard	Norway	1240

F1172	L. May	New Zealand	168
F1174	P. Rivers	New Zealand	840
F1177	D. Thompson	Essex	764
F1181	B. Dean	Notts	1249
F1187	J. Stevenson	Bucks	588
F1192	J. Ravenhall	Warks	1750
F1219	F. Collard	Holland (20)	1606
F1222	S. Dear	Somerset	1457
F1234	Lt. Cdr. G. Ankrum	U.S.A. (6)	257
F1225	R. Harris	Devon	625
F1245	?	? (16)	107
F1246	A. Baker	Sussex (16)	1436
F1252	P. Gjerdrum	Norway	1703
F1266	D. Ball	Essex	236
F1288	P. Staddon	Glamorgan	1429
F1314	H. Pole	Sussex	-
F1344	H. Lansdown	Hants	1639
F1325	P. Adams	Sussex	948
F1341	I. Ross	Staffs (6)	690
F1348	J. Chapple	New Zealand	488
F1356	R. Tavares	Portugal	1094
F1357	R. Schultz	Sweden	97
F1361	A. Simpson	Bucks (16)	1310
F1365	C. Ainsworth	Birmingham	714

F2 Types

F1372	Mrs. L. Shorter	Norfolk	479
F1376	E. Sapcote	Alcester (22)	644
F1430	Miss G. Rooke	Kent	1137
F1435	H. Kemp	Hants	663
F1442	R. Musgrave	Lincoln	1678
F1444	B. Kellert	Yorks	1860
F1445	B. Foster	Somerset	-
F1446	G. Goff	Devon	1347
F1450	R. King	U.S.A.	579
F1461	T. Edwards	Surrey	759
F1479	T. Bone	Sussex (21)	1398

F3 Types

F1396	C. McFadyen	Jersey	1377
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F1425	P. Hughes	Devon	673
F1426	P. Griffiths	Worcs.	1548
F1488	G. Crabtree	U.S.A.	463
F1500	B. Marshall	Canada	-

K1 Types

K0251 (KA)	E. Burns	Essex (23)	384
K0265 (KB)	?	? (6)	385
K0279 (KB)	D. Grigg	Berks	972
K0295 (KB)	L. Godlewski	Notts	523
K0297 (KB)	G. Ward	Surrey (1)	156
K0299 (KB)	J. Vickers	Lancs	1215
K0311 (KA)	J. Compter	Holland	1581
K0315 (KB)	B. Fisher	Surrey	547
K0317 (KB)	T. Fischer	West Germany	211
K0332	B. Roy	U.S.A.	839
K0334	?	?	797
K0343 (KD)	A. Eastwood	Herts	1105
K0344 (KD)	P. Gjerdrum	Norway	1509
K0347 (KD)	M. Jacobs	Peterborough	225
K0354	J. Warne	London (24)	1688
K0359 (KD)	O	? (12)	92
K0363 (KD)	E. Burns	Essex	401
K0372	J. Ritchie	Rugby	907
K0390	P. Dudley	Yorks	1772
K0395	B. Blankenberg	Holland	22
K0408	G. Ohman	Sweden	-
K0411 (KD)	D. Gregory	Doncaster	1028
K0419 (KD)	?	?	1229
K0426	M. Hawke	Wilts	1516
K0433	P. Mace	Sussex	370
K0434	P. Readhead	Australia (25)	1620

K2 Types

K2001 (KB)	R. Whitcher	Bucks (1)	525
K2007	?	?	-
K2008 (KB)	A. Booth	Dorset	346
K2010 (KB)	?	?	492
K2013 (KD)	B. Blankenberg	Holland	908
K2014 (KB)	D. Bedwell	Sussex	210
K2018 (KD)	A. Kemshed	Northants	954
K2019 (KB)	J. Waggot	Edinburgh	327

K3 Types

K3001	Scrapped 1947	(39)	-
K3002	R. Berryman	Australia (26) (1)	9
K3003	P. Bayne-Powell	Surrey (27) (1)	303
K3004	F. Bett	Australia (40) (1)	159
K3005	K. Wiesman	West Germany (1)	351
K3006	R. Lovell-Butt	Ireland (41) (42) (1)	-
K3007	M. Hawke	Wilts (42) (43) (1)	1516
K3008	N. Cobb	U.S.A. (44) (1)	353
K3009	?	U.K. (42) (45) (1)	-
K3011	P. Green	Bucks (46) (1)	-
K3013	J. Cramer	London (47) (1)	66
K3014	M. Zingg	Switzerland (48) (1)	1642
K3015	R. Lovell-Butt	Ireland (28) (1)	-
K3015	J. Smith/D. Gahagan	Surrey (38) (42) (1)	48
K3016	XXXXXXXXXR Hiley	Australia (41) (1)	1485
K3017	H. Crown	U.S.A. (1)	1146
K3018	M. Beer	Hunts (1)	910
K3020	G. Schonwald	U.S.A. (29) (1)	182
K3021	S. Beer	Hunts (30)	121
K3022	H. Crown	U.S.A. (1)	-
K3023	B. L. Heritage	Surrey (42) (49) (1)	-
K3024	J. Wurstemburger	France (31) (1)	520
K3025	B. Cunningham	U.S.A. (50) (1)	-
K3027	?	Ireland (42) (1)	-
K3028	G. Goguen	U.S.A. (1)	804
K3029	B. Beer	Hunts (51) (1)	350
K3030	P. Brady	Australia (32) (1)	545
K3031	E. Glasby	Zimbabwe (52) (1)	-
K3751	N. Harada	Japan (53) (1)	-
K3752	O. Nilsson	Australia (33) (1)	879

KN Types

KN0254	J. Livett	Glamorgan	99
KN0267	R. Green	Bucks	807
KN0274	F. Warne	London (34)	-
KN0285	R. Davis	Birmingham	267
KN0286	?	?	-
KN0332	P. Long	Middlesex (35) (1)	1924
KN0339	W. Smith	Glasgow (1)	858
KN0342	M. Gibson	Manchester	1476
KN0356	P. Warne	London (35) (1)	1525

KNO380	?	?	(12)	1006
KNO384	B.Grunau	Canada	(12)	105
KNO386	W.Hocking	Australia		1658
KNO389	?	?	(12)	495
KNO393	P.Mace	Sussex	(12)	145
KNO396	?	?		-
KNO397	J.Brown	Lancs		1613
KNO409	P.Warne	London	1(6)	912
KNO419	M.Ward	London		1222
KNO427	F.Ernst	Essex		133
KNO434	?	?		276
KNO438	J.Rogers	Surrey	(36)	469
KNO440	M.Warner	Surrey		815
KNO441	M.Mason	Hants		150
KNO444	C.Shepatune	Somerset		1374

Here endeth the seventh instalment. Ome to go.

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For Sale (continued)

16. Mr. Godber-Ford, Fort Villa, Milverton, Somerset, Tel; Milverton 400556, has the following J2 items for sale; NEW &/39 c.w.&p; two workshop manuals; one spares list; 1932-33 & 35 colour catalogues; photo copies of original road test reports; 230 original pages of interesting J2 racing reports, workshop & service hints etc.; photo copy of "Luck of the Game" by Kimber; mint leather-bound copy of "Safety Last" by Eyston; set of good +0.030" pistons and rockers; new gaskets etc.

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And Finally your editor, with a sore typing finger, appeals for copy for Infoletter and our Safety Fast column. Anything of MMM interest will be welcome. Please note that anything of A4 size which consists of plain printing and/or line drawings which do not have too much fiddly detail or small print can be reproduced by our printing wizard Peter Green. See the centre pages of the last few issues. Only the rocker last time was a bit weak. More complex items, like photographs, will be worked into a Safety Fast contribution. ALL material, unless it is actually libellous will be used eventually.

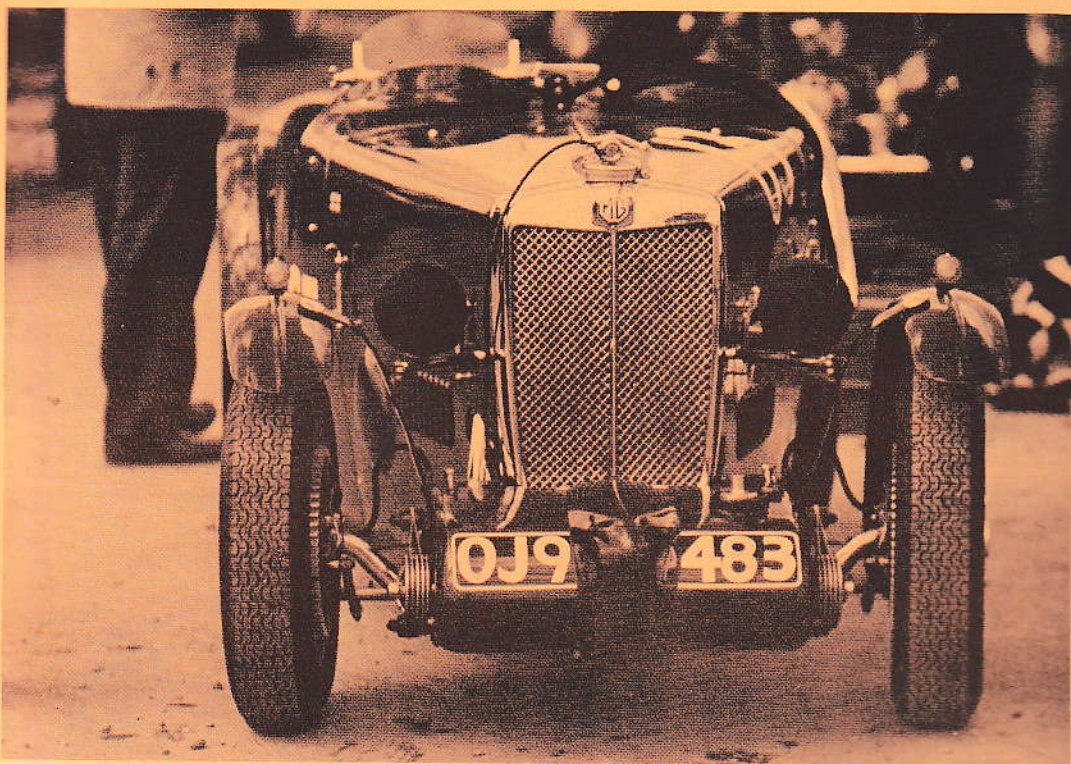
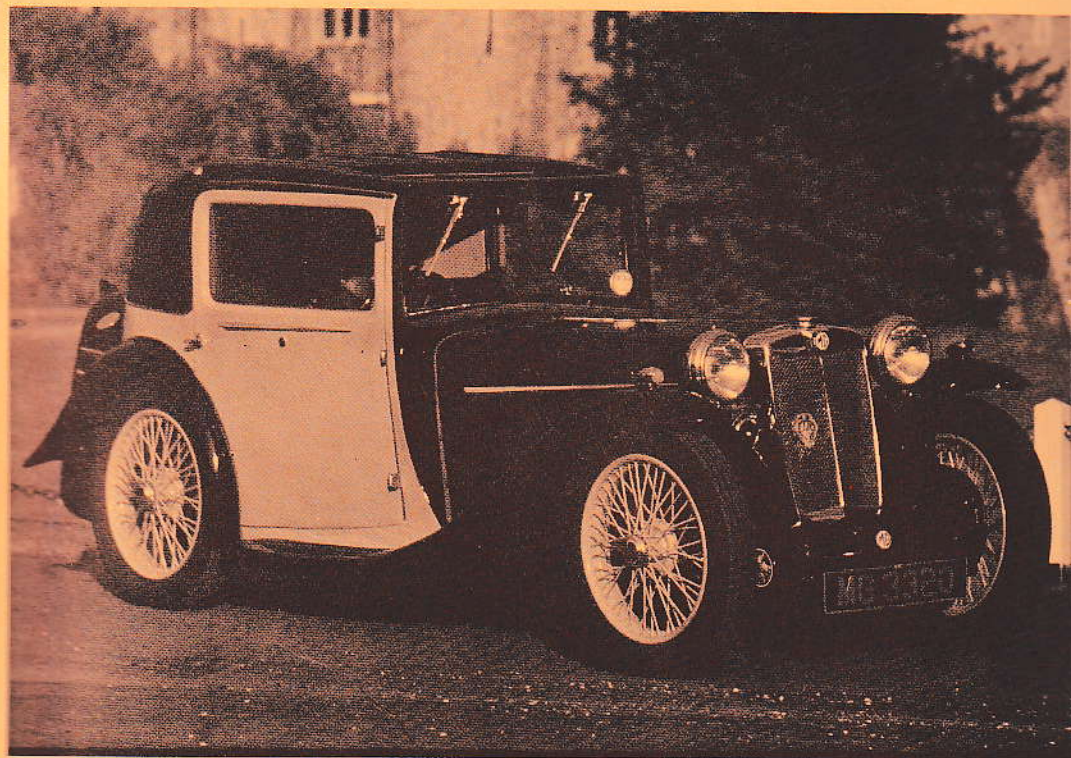
ras who were driving K3752 and were classified as ~~2nd~~ finishers, J.Manby-Colgrave in K3004 who retired and H.Hamilton in K3009.

Inside Back Cover. Nick Sands' own L-type Continental Coupe, still, he says, with its original engine. The colour scheme is of an original type with the door outlined in that odd way in a contrasting colour. This model was one of Cecil Kimber's less happy pet schemes and those that were made took a very long time to sell off. If I were to set about restoring an L-type today I think I would put a nice two-seat J2 style body on it even if the log-book were to say that it had been one of these bodies originally. I understand that Nick had great difficulty in tracking down original fittings during his restoration of this car.

And, below we have another picture of Geoff Coles' red J4 in the days when it was the only one he had and all his racing goodies were attached to it (we had one last time if you remember). That sounds as if, owning only one J4 makes you sort of deprived. On that basis lots of us are very deprived. I hope there will be a recent picture of this car in the hands of its new owner. Karl Weissmann, in February's Safety Fast.

Outside Back. Back to Nick Sands again. This time we have a picture of his L-type tourer. This car, finished in two-tone blue, is the one which The Pre-War M.G. Parts Centre has been advertising for sale recently. Nick, I understand, has fallen in love with the chain method of propulsion which was so popular before World War One and bought a Frazer Nash. Maybe that picture on the front cover of Eddie Hall doing his stuff will bring just a slight pang of regret. I have always been a great admirer of chain gang 'Nashes but to sell a good L-type for one is going a bit far!

Finally, your humble editor would crave a steady supply of black and white photos for the ~~MMM~~ Column in Safety Fast and for any future printing of an Infoletter cover. I CANNOT PROMISE THAT YOU WILL GET THEM BACK.



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