



TRIPLE M REGISTER INFOLETTER

INFOLETTER 31

February 1975

This Infoletter should at last put the delivery problem to rights, you should get the February issue in February!

I'm pleased to announce two good items of news this month, Colin Tieche has agreed to undertake the post of Technical Adviser for the M,D,J.F. models, a post that was so obly held by the late Geoff Coles for many years. I can think of few people more fitted to take this post, not only is Colin an enthusiastic MMM competitor, he is also a highly qualified precision engineer, who for some years now has been working behind the scenes producing and vetting much of the spares which the Register has been offering. Anyone who can get a 750cc J4 engine rev to 8,000 rpm at 20 psi boost must have a good idea what he is about. If Colin should get too busy there is always his father Eric who can lend a helping hand, and he's another one who knows what he's doing, ask Colin!

Next, from this infoletter you will see that Andrew Smith, our MMM Competitions Secretary has wasted no time in getting things under way, let's see some of our more reticent members out with their cars, the more the merrier, and the greater the fun had by all. It's about time we had another go at the 6 hour relay race for the money you pay you do get an awful lot of motor racing, even if you do find yourself playing with Jaguars and Astons etc, they don't corner like our cars you know, they seem to get quite worried when following us through the chicane!

Can I take this opportunity to remind you all that envelopes for Infoletter should be S.A.E. 9" x 4" to take foolscap sheets, small size ones will not do. Also can our overseas members please note that in order that the system will work I require SAEs from you, the postage in the form of International Money Coupons would also be most welcome.

I heard an interesting story the other night, it appears that in the Gomshall area a certain MMM member has managed to get himself a car, his next door neighbour, and the neighbour 2 doors up were also convinced, now there are 3 cars at the bottom of the garden, keep up the good work Patrick, with a little bit of luck you should manage to get the whole of the 1500 sq feet of concrete roofed over and then fill it up with cars.

By the way, let's see some more cars out this year, I echo Phil's sentiments, you should use your car, not drown it in best bitter, only after you've used it, that's if you can be t me to the bar! Over to Phil now.

Yours octagonally NIGEL MUSSELWHITE

We must apologise for the lateness of the last Infoletter, but it was worth waiting for.

We are at a time when most people are looking forward to the next season, be it racing, concours or any of the many activities that are open to the MMM man, we have what seems to be an ever widening choice of events to enter our cars and hence 'show the M.G. flag'. Nearly every weekend there is a rally for some noble cause

or just a fete. then there is the Brighton speed trials where MGs have been getting more and more numerous over the years, and for the true racing man many invitations to other clubs meetings, which are very good for keeping a sense of proportion about our cars. All this is good publicity for the marque and of course the M.C. Car Club, and so one must needs behave with a bit more regard to the impression that others will get of us.

While talking of the coming year, it always seems to be the same at this time. Members are sticking their necks out and promising everything - whilst they have a drink in their hand, which usually turns out to be a very hollow promise indeed. 'The car will be there at Silverstone' we all say, but many drop out because they have not fully realised what they have to do. I make a point of listing all the items that have to be done - even the little ones - and cross them off as I go. You'll find that other items will tag themselves on as you realise that you've forgotten something. However, it is certainly a step in the right direction, for it allows you to check what materials are required for each item and to make sure that it is got in due time, don't leave it thinking that there will be no problem for that turns out to be the one thing that does give you problems and holds everything up.

I expect this is all very obvious - so obvious that most people don't do it but rely on the old method of taking it as it comes. Then there are empty places on the grid at Silverstone. Over the last few years I've been starting earlier and earlier, so that before Christmas I've got engine rebuilds under way, and then if they are installed by February I at least have some leeway to sort things out before the first Brands Hatch meeting. This year I reckon that the K3 will be finished in February and I'll use March for testing and adjusting. I'm not sticking my neck out too far I hope, as there are only 17 items left on my list!

I hope all those with CK cranks have received them or at least are arranging to collect them from me (PBP) as at the time of writing this the last C.K. Spares batch has been actually finished. Pause for cheers/boos!

Unfortunately due to galloping Inflation - we must be a deadcert for this year's Derby - the cost of the batch that I am arranging has completely shattered the price of £98 that I was hoping to keep it to, and these cranks will now set you back £118, I am sorry to disappoint you, but think that these are still good value for money. I shall be notifying all those who have placed their order with me so that they can have their money refunded if they so wish. (a few cranks still available).

While wandering round the Racing Car Show, I came upon Goodright Racing who supply aircraft type fuel and brake pipes to the racing chaps, and can make up pipes to any length you ask, or supply the parts for you to do it yourself. These are an extremely good item for parts that are subject to wear and flexing. Goodridge Racing are at Collins Road, Totnes, Devon Tel 0803-862007

Whilst down in that part of the country may I correct Nigel Watt's address, he lives at No. 7 Harefield Estate, and not No 4, whose owner unfortunately doesn't 'see the light' towards MGs. Don't forget to write to Nigel with you spare parts, wants and for sale, he will try to fix you up from his lists and if unable to do that will put a note in the Infoletter.

A useful bit of information has come to light regarding the delicacies of the 3-bursh dynamo set up originally fitted to our cars. These were originally fitted with a two position charging switch as part of the ignition switch, and changes the resistance in the field circuit by connecting to a big resistance on rate 1 and a small resistance on charging rate 2 (when lights are on both sets of resistances are by-passed). As you all probably know, the greater the current flowing through the field circuit the greater the dynamo output, due to something called 'excitation' (which you have different means of achieving!) Originally the No 1 rate of charge was used during the summer months and No 2 used during

the winter or when a lot of drain of the battery was anticipated (e.g. night driving). However, there was, and still is, a very real danger of burning out the dynamo, if the battery was overcharged by too much use of the higher charging rate.

In these times when our cars are mainly used in the day time, there is not nearly so much drain on the charge of the battery, and even with charging on No 1, it would appear quite possible to overcharge the battery and burn out the dynamo. So one has got to do as the pre-war motorists did, and try and balance the rate of charge with the state of the battery. To help you do this not only do you have the two charging rates on the ignition switch, but you also have a moveable third brush which regulates the dynamo output. This was meant to be moved, which explains the reason for the cover fitted to the dynamo. The maximum dynamo output is about 12 amps, but by moving the third brush this can be reduced, and in our cars should be adjusted to give 6 - 8 amps output. Even before the war they ran on 8 - 10 amps and only put it up to 12 amps when a lot of night work and starting was entailed.

Ken Patullo's remarks about the variations to J types has brought forward some answers and further queries from Mike Hawke..

'Ken Patullo's remarks about his cylinder block studs and the mods which were made to J types engines during the production run really make me think that he has an M type block. I always thought that one of the ways one distinguished a bare M type block from a J was by the stud diameter. 5/16" or 3/8".

Looking at the J type parts list, there are lots of alternatives and changes listed and some of them are surprising but some of them we all know about. Again, there are others which are well-known, but are not listed like the two patterns of J2 windscreen style, the two types of clutch cover plate (steel or aluminium), the variations of the carburettor (horizontal or semi-D-D, brass or zinc alloy piston) and the two different inlet manifolds which were necessary. Perhaps in these instances the earlier item was deleted from the list and the later item automatically supplied when required. For interest, the main variants are.

Engine or
Chassis no.
at which
change was
made.

Component

Remarks

Engine or Chassis no. at which change was made.	Component	Remarks
J3437/J3438	Chassis	Presumably redrilled to take swept mudguards because the side lamps, wings and stays, mudguards and a number of packing pieces were changed at this time.
2501AJ	Crank thrust bearing and sleeve, starter dog nut.	The outrigger bearing mod., presumably. This is a late engine no, but this was fitted retrospectively in many engines.
2501AJ	Clutch lever pins	What was different? Is this part of the aluminium plate mod.?
1675AJ	Pistons, con-rods, gudgeon pins etc.	What was the nature of this change?
750/751 AJ	Ignition advance	Change from manual to automatic
J2196/J2197		
J2090/J2091		
550AJ/551AJ	Throttle linkage	Presume this was the change from horizontal to semi-D-D carbs. Certainly a very early engine number. Numbering started at about 500AJ
J3580/J3581	Exhaust downpipe and system	What was the difference?
J3433/J3434	S.U. Pump	Instead of the petrolift? What was the corresponding J1 chassis no?
J3591	S.U. Pump	Moved to lower position
J3575/J3576	Dashboard	Ammeter given to domed glass. Oil pressure

J3575/J3576
cont.

J2944/J2945 Battery and battery
J0492/J0493 carrier
J3528/J3529 Driving mirror, headlamp
J3330/J3331 brackets
J3590/J3591

Rear Axle Oil felts
72/1500

gauge given a domed glass. Rev counter/
Speedo calibrated as a Speedo only. New
type speedo. reduction box.
What was the change?

Two changes. These repositioning of the
headlamps were carried out by fitting extra
brackets and one of them is described in
Service Information Sheet No 2J
New series of nos. starting 117/1.
What was the change?

Mike Hawke!

A recently new firm has begun in Surrey, specialising in the Classic Car, which seems to cover anything from a 3 litre Bentley to a Facel Vega, both of which were being worked on when I visited them. The firm is the Concours Motor Co. Ltd., Mill Lane, Godalming, Surrey (Tel: Godalming 22303) ask for V.B. Smith. They can undertake engine rebuilds, panel work, including wheeling which seems to be a dying art, paint spraying and upholstery, having obtained various experts in these fields.

David Morgan (45 Endymion Road, Hatfield, Herts Tel: Hatfield 69627 or 01-440-995 (work) has a registration number 6138 MG which is attached to a 105E Anglia 'tin box' which he thought might interest an MG owner at £35 for the pair!

Malcolm Goodwin (21 The Avenue, Wivenhoe, Essex. Tel: Wivenhoe 3223) knows of the whereabouts of an M type Lucas D55 6 volt dynamo.

Robin Mace (Greenlands, The Avenue, Ascot, Berks) who has sold his second MA Allingham Coupe for Keith Portsmouth to restore wants an N type near side stub axle, dynamo, brush cover and terminal block with cover, a P type dynamo and brush carriage and cover.

For Sale, Robin has a black horn and dip switch assembly, black push/pull toggle switches, black faced 2" Jaeger temperature gauge, M type off side side screen with flap for cut away door, many P type parts and N type shockers.

Robin is still looking for original D, L and K Manuals and parts list as well as an F type parts list, and he's several original manuals and an M type 'sales' brochure for exchange.

John Powell (419 Heathway, Shard End, Birmingham 34) need a PA/PB engine with clutch assembly and flywheel (or parts) also front wing stays, side lights, all instruments horn, half shaft and starter button.

Slobadan Jelick (6085 Mannheim, Heinrich-Heine Str. 44, Germany) has an 1934 PA which is lacking a petrol tap, outside rear view mirror and rocker shaft cam follower with haispheres and thrust bearings for a Marles-Weller steering box or else a complete steering box.

David Smith mentions that Ken Coatings (Unit 67A, Industrial Estate, Dartford, Kent (David Edwards) made a very good job of shot blasting and stove enamelling his chassis at a very reasonable price. David also tells us of people who he has found can help with Scientific magneto parts, they are Clases (260 Knights Hill, Norwood, London SE27) who have rotors and drive spindles and Anticity Ltd (Whitehorse Road, Croydon, Surrey) have sets of points and can apparently get caps and caps. Anglo-American Carbs (134-8 Norwood Road, London SE24) have carb filters, float bowl gaskets, pump diaphragms and points and can get needles.

Barry Oudejans (Papagevriest 234, Bidoerredorp, Holland) badly needs an L1 rear main bearing housing. Hopes someone can help him out.

David Hodge (The Limes, 9 Toyhurst Rise, Forest Hill, London SE23) requires a working P type cut out.

Nigel Watts, our new spares secretary hasn't got anything for us this time, as he has only been in residence a short time, but he is trying to find a late J2 windscreen pillar for the near side, and an F type clutch release bearing and housing, his address again in 7 Harefield Estate, Eastern Lane, Camborne, Cornwall.

Steve Jones, 24 Moorland Avenue, Werrington, Stoke on Trent, Staffs would like any MMM eligible car in roadworthy condition.

Ron Humphries, Hiawatha, 67 Red Rose, Binfield, Berks, - M.G. P type required to complete rebuild Hood Frame, P.B. Head, Side laced 19" wheels, Have for exchange M type head complete with Camshaft, P type diff 7/37 Tel: No Bracknell 3753.

Ewen Harris, o/o 16 Highweek Road, Newton Abbot, S. Devon has for sale Two NEW C.W. & P sets. Ratio 7/37 and 7/41. Heavy duty with thick crownwheels. Pinions are of the type mentioned by John Adams in 'Late News' page 10 of Info. 30. Price £14.00 each set. Also F type clutch cover 50p plus post ge, F type oil pump gears 30p plus post ge F type Rear footwell tray 75p plus postage. Two new contact breaker sets F type at 75p each. 1 square flange pinion to prop shaft coupling at 60p inc. 2 No 1 S.U. needles 10p Jaguar O - 500 Rev counter with clock £1.00 6 inline H.T. suppressors 5p each incl. Will swop both the above C.W. & P sets for one real mod 8/39 or 9/43 set, preferably the latter!

Lastly S.C.M. (32 Brookmans Av. Brookmans Park, Herts) are a precision engineering Company and can offer the following services, manufacture of obsolete parts, complete refurbishing of car accessories and original components; their facilities and services include:

1. Chromium plating of new and second-hand parts (including die-cast)
2. Silvering of new or secondhand mirrors
3. Sheet metal work and small scale panel beating
4. Turning, milling and grinding of all materials
5. Special metal finishing - anodising, enamelling
6. Engraving to standard and non-standard patterns.

PHIL BAYNE-POWELL

From MMM Register Competitions Secretary

Possible Invitations 1975

Date	Event	Organising Club	Place	Suitability	Past Invites
22.3	Race (R)	Jaguar DC	Silverstone	?	Yes
30/31.3	Race (IO)	BARC	Thruxton	?	
20.4	Race (R)	BARC	Thruxton	?	
11.5	Race (R)	BRSCC (M)	Donington	?	
11.5?	Trial (CJ)	Invaders MC	Weaversdown?	Yes	Yes
26.5	Race (R)	BRDC	Silverstone	Yes	Yes
8.6	Race (R)	Jaguar DC	Donington	?	
28.6	Race (R)	MCC	Silverstone	Yes	Yes
29.6	Race (I)	BARC	Snetterton	?	
6.7	Race (R)	BRSCC	Silverstone	?	No
12.7	Race (R)	AMOC	Silverstone	Yes	Yes
12.7?	Hill Climb (R)	Sevenoaks DMC	Valance	Yes	Yes
9.8	Race (R)	Lancs & Ches. CC	Oulton Park	?	Yes
23.8	Race (R)	Bentley D.C.	Silverstone	?	No
25.8	Race (R)	BARC	Castle Combe	?	No
30/31.8	Race (I)	BRDC	Silverstone	?	No
13.9	Sprint (N)	Brighton & Hove MC	Spring	Yes	Yes
14.9	Race (R)	BARC	Thruxton	?	Yes
12.10	Race (R)	BARC	Thruxton	?	No
17.5	Six Hour Relay (N)	750 MC	Silverstone	Yes	Yes

C.K. SPARES NEWS - John Adams

The C.K. Spares Co. Ltd. has now been operating for over 18 months and has proved a convenient means of providing a spares service to Members. It operates by arranging manufacture of large batches of parts unavailable from usual trade sources: thus achieving batch-prices rather than one-offs, and gaining benefit from Club information, drawings and contacts. Few other clubs can boast such a service and we trust that Members will continue to support the venture.

The Company embraces all Registers of the M.G.C.C. and has the advantage of providing a ready-made foundation upon which spares secretaries of 'other' Registers may build as the need arises, although so far M.M. has been by far the most active participant. Although the Company has a centralised Management for book-keeping etc. it has not become diversified or remote from Members because I personally still deal only with M.M. business within the Company and am not distracted by the demands of other registers.

The Company trades usually only in new items, but the service is complemented within the Club by Nigel Watts who now performs the function previously executed by Phil Bayne-Powell of keeping lists of second-hand parts and attempting to unite the needs of Members with wants and those with sales. He does not actually trade himself.

My only concern is that my time is now also shared between the restoration of a vintage boat (circa 1925) and of a vintage Residence (circa 1700) and my own PA, once so active, has not turned a wheel for 2 years. Offers of assistance would be gratefully considered! In particular any Member arranging his own manufacture of parts could possibly help himself and others as well by liaising with me so that a larger batch may be arranged through the Company, and to prevent duplication of effort.

Enough of the sermon - now for the News.

At long last we have some more new M and J shafts in stock. These have been held up with various problems, one of which was to find a reliable source of heat treatment. The M cams are made to 12/12 timing and thus give a useful power increase to engines not already so fitted. The price is as before £21.00 + VAT and this will probably be the last batch.

A new batch of bucket seat shells is now on order. These are, as before, made in steel to the pattern originally fitted to at the front of most 4 seat M.M. cars, having a cut-out to fit the propshaft tunnel, and are a good replacement where the original bench seat is missing on 2 seaters. The exact price is not known at present, but will probably be a modest increase on the previous price of £12.80 per pair. If you want to be certain of a pair, please write for a reservation now.

The response to the note in the last Infoletter about K halfshafts has been encouraging, and we will try to go ahead with a batch. The price will be about £12.50 + VAT each, depending on the number, and members wishing to participate are asked please to send a deposit of at least £5.00 per shaft now.

We mentioned in the last Infoletter that a quotation was being sought for a batch of 8" Rotex headlamp shells and rims. This has now arrived and works out at about £15.50 each + VAT, in steel, with mounting boss, ready for chancing and fitting of internals. A large batch is required to secure this price, and to give an indication of likely demand, would interested Members please write.

As we go to press, an exciting Aladdin's cave of unused obsolete S.U. parts has come to light and been purchased by C.K. Spares, this being the stock remaining with Burgess, the London S.U. dealers, when they closed down a few years ago. Full details and prices not known at present. But it includes such desirable goodies (as huge T4 float chambers, some 'M' carb. bodies (not bronze) several complete 1 1/2" H4 horizontal carbs, possibly ideal for blower installations, dual S.U. fuel pump, and a whole host of oddments such as float chamber lids, needle valve assemblies, levers, jets, unions etc. etc. What the next Infoletter for full list and prices, but in the meantime anyone in urgent need may enquire now.

C.K. Spares List

Write to John Adams, 5 Hare's Lane, Hartley Wintney, Hants, price list to M.G.C.C. members only - quote membership card no. when ordering. Add 8% to all U.K. orders for VAT. Cheques to be made payable to C.K. Spares Co Ltd. Prices include post within U.K. Overseas orders please add extra.

<u>Item</u>	<u>Basic price ex VAT</u>
J.D.M. Water jacket plates	£1.85 pr
P.K.L.N. Water jacket plates (plain only)	80 ea
J.D.M.F. big end bolts and nuts	30 ea
F.J. Lower water inlet pipe (screws into block)	1.00 ea
Valve cotters	14 pr
H type only shock absorber transfers, type 198 or 502	30 pr
P.L.K.N.P.G.R. main bearing bolts	1.30 pr
P - 10 tooth speedo pinions	3.25 ea
KE 965 exhaust valves for P.L.K.N.	1.00 ea
Frong wing/running board moulding	30 ea
Radiator shell/headlamp bracket rubber mouldings	25 ea
Centralised lubrication system unions (16 pieces)	10.00 set
N front aprons (few only)	9.20 ea
M/J brake cam bushes (few only)	44 ea
P Octagonal L.H. dash panel (unchromed)	3.75 ea
'Brooklands' MG steering wheels	11.20 ea
J.D.M.C. White metal camshaft bearings (-5 or -15 thou approx)	5.30 set
F " " " "	9.00 set
P " " " "	7.30 set
N " " " "	9.30 set
M camshafts	21.00 ea
J camshafts	21.00 ea

MMM Committee Members

Chairman: Stephen Dear, Tithe Barn, Rowberrow, nr Shipham, Somerset

Hon. Secretary: Colin Butchers, 21 Hill Farm Way, Southwick, Brighton, Sussex BN4 4YJ

Hon. Treasurer: Tony Rogers, Ranmore, Lower Green, Leigh, nr Tonbridge, Kent.

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Competition Secretary } Missenden, Bucks

Year Book Editor: Barry Foster, Jasmine Cottage, 25 South street, South Petherton, Som.

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2. New spares via C.K. Spares Co. : John Adams, 5 Hare's Lane, Hartley Wintney, Hants.

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