



TRIPLE M REGISTER INFOLETTER

INFOLETTER 38

April 1976

There's lots of news items this time, so excuse me if I hash straight in.

If you want your Year Book off the press, then send an SAE (with stamp) to the editor, Barry Foster, Jasmine Cottage, South Street, South Petherton, Somerset, England. This envelope will need to be 11" x 10" or larger, so get one off, if you want an advance copy, failing this you will get one as Barry works down his lists.

Tony Rogers, our Treasurer for many years has departed to darkest Africa for a while taking Kate and family, but leaving his L & P types behind. Our thanks for your help, Tony, and what I know from personal experience, was a sound knowledge of all to do with monies. We all wish you and your family well and look forward to seeing you back again some time in the future.

We have been fortunate in finding a very good replacement in the shape of Anthony Littlejohn (he's tall you see!) he has ample qualifications for the job, including a P and L type (these money men seem to like the combination, must be something to do with Profit and Loss!

We also welcome John Reid to the committee, John is helping Colin Butchers out by taking over the role of MMM Registrar. Colin has been getting snowed under over the past year as we are now nearly up in the 1700 mark on registrations. John is owned by Aramis, one of the famous Cream Cracker team.

John is also going ahead with Tim Hunt of 'Bongazoo' fame in producing a 'Super 8' Cine film of this years activities. Well may you ask, what on earth is 'Bongazoo'? It's the ex Archie Craig supercharged PB, which was so successful in the late forties, and early fifties. Tim is hoping to have it on the track late this season or early next, incidentally it was timed at 110 mph, so it's no slouch!

I have heard recently that the late Geoff Coles' J4 has been purchased by an enthusiast in Germany, the car is now being completely restored in this country.

This month's crop of 'blower drivers' has produced a boy to John Kidder and 2 stage blowing for Nigel Worr in the shape of twins 'wot a prolific lot these MMM men ha!' goodness knows how the rebuilds get done!

I am in the process of compiling some compendiums of Infoletters, more news of this later, they will be for sale through the MMM library, so watch out for more information on how, when and where.

A word of warning to you all, don't forget to drain the block on your car, as well as the radiator. Pat Gardner drained his radiator and had no tap on the block, hard frost - result - cracked block. So if you haven't got a block drain tap, be warned and fit one.

I've also had a very interesting letter from Max Zingg who was fortunate enough to have acquired a K3 2 seater from Switzerland last year. He is, however, short of an original Powerplus supercharger, can anyone help please. Max lives at Scheibenachstrasse 9, 9000 St. Gallen, Switzerland. There is a further list at the back of the Infoletter if anyone can help.

Oh yes, you might like to look there as well for an interesting car for sale.

Don't forget Silverstone, and I echo Phil's sentiments, get up there and fill up the Register park, you don't have to compete, but it would help. Don't forget to look Phil and myself up at the same time, look forward to seeing 'you all'.

.....

Hot from the Press Colvin Gunn won both major Races at Aux-sur-Ternois, beating strong opposition with Q type replicas. A riotous weekend was had by all with a 15 mile drive from the hotel to the track on open roads.

.....

Phil Bayne-Powell:

Carrying on from last time, the F1 front apron fitting saga. It would appear that the 6 louvre F2 apron is special as both the F1 and J2 have 8 louvre aprons. However, it appears that the F1 apron was probably fitted with clips around the front cross tube, allowing it to be completely removed when attacking the engine with the starting handle. I'd be grateful if anyone can confirm this as I'll be soon going out to buy my Terry's clips!

Now we have a tip for your concours buffs. It has often been the practise for a quick interior restoration of the panel work to fix the new panels to the car with chrome or nickel screws and cup washers. Indeed, judging from original photographs, this appears to be the original method of fixing. But to many minds this is not a neat job and many have turned to the Hidem banding which allows one to fix the panel with panel pins driven between the two heads of the binding that then closes back to conceal the pins.

However, recently taking to our tame coach trimmer, Bob Betteridge, a much more satisfactory method is employed on the high quality cars. Firstly the panel is cut out accurately to shape. It is then held in place whilst holes are drilled through the panel and just into the timber frame behind, using a 1/16" drill at about 6" centres around the panel's edge. The panel is then placed face down on a work surface with the side that is not going to be covered facing up. You then take a nail plate ... hold on, you say, what the hell is that? This is in fact a 1" long nail with a small plate fixed to the head, in this head are drilled 4 small holes for fixing it. It looks like this .. (unfortunately my typewriter does not have this 'symbol' - I'm afraid your imagination will have to take over -) So to continue - this nail plate is placed onto the panel as it is lying (face down) so that the nail is pointing up and the plate covers the 1/16" hole that has already been drilled in the panel. The nail must be central over the 1/16" hole. Then using small tacks the plate of the nail plate is fixed to the panel and using a heavy metal backing under the panel can be 'clenched' which effectively makes the tacks into rivets by turning over the end which protrudes from the far side of the panel.

Having fitted a nail plate over each of the 1/16" holes that you have drilled, you can fit your cloth to the panel, stretching it over the panel and only sticking the overlaps on the back. Now you have a covered panel with lots of nails sticking out of the back; mark with chalk on the face of the covered panel where the nails are behind and offer up the panel into position. If you have fixed your nail plates correctly you will find that they all poke into the holes in the framework when the panel was originally drilled. Then you just need to tap the panel gently for

the nails to start to bite and to finish off you go round with a hide, wooden or plastic hammer, (that doesn't damage the covering) and hammer at the chalk marked spot so driving the nails behind fully home. And this is how you achieve a panel fixed without the fixing showing.

A further note about crown wheel and pinion sets is that they will be offered in 6 or 8 bolt form to suit as many needs as possible, so if you could state your fixing when ordering these it would help, and make your cheques out to me please for your £10 - £15 deposit.

Good news on the crankshaft order is that we now have got together enough people to place an order, and this will be done by the time you read this, so hopefully three months from now you will all have your crankshafts. If there are any late stragglers or ditherers, act now or suffer disappointment later! Again please make out your minimum of £30 deposit to me please.

After last year's successful showing in the 6 hour Relay Race run by the 750 Motor Club - where we came 2nd on handicap if you've forgotten - we are trying to get maybe two teams of 6 cars for this year, a quick team - probably Down cars - and a slower team of nearer standard cars. Down at the Gosnell matter we are starting a nucleus with Peter Warne (K3 replica) John Wilkinson (down J2) Patrick Gardner (J2/4) self (K3 - hopefully!) and Nigel Musselwhite (MD). We thus almost have a full team already and perhaps interested members who wish to join could either let me have their name or else Andrew Smith, our Comps. Sec. The event will be as last year on the Silverstone Club Circuit on Saturday 17 July.

Mike Hewson (Fern Royd, Withan Road, Woodhall Spa, Lincs) has managed to get hold of the final batch of oil filters for P, N and K types, and can supply them at £3.50 each to members - a bit less than usual.

Will members with problems try to use their area representatives more, as they can probably resolve many queries without you having to trouble the technical advisers.

As this is the last infoletter you will receive before our main Silverstone meeting, I should like to tell you of the additional scheme for a Register parking zone. This is proposed near the Sunday Concours areas; it is hoped all Register cars will park in their own enclosure on the Saturday and especially the Sunday. The idea is to get all the Register cars together - whether resplendent in new livery or just in everyday trim - so that other members and visitors will be presented with a fine display of vehicles to choose from.

Please note that our historian, Mike Allison, has a new address. It is 7 Fernhill Drive, Newbold Cowyn, Leamington Spa, Warwicks.

Worsley Cylinder Service (10 Bellegrave Parade, Welling, Kent) are offering Vintage and Veteran Car Clubs, including us, special discount facilities which consists of trade terms on cash sales on all engine and mechanical reconditioning work on our cars. Their work covers steering, crank regrinding, reboring and retapping, submerged arc welding reclamation of crankshafts and other shafts, pistons, rings and liners.

One of our members has had his camshaft bearings line bored by John Kirkby, 1a Victory Road, South Wimbledon, London SW19. The camshaft bearings currently produced are in two different sizes, so it is best to check how worn your own camshaft is and buy the bearings to suit. Normally it should be sufficient to hand scrape these bearings in without having to resort to line boring.

Dick Knudson (Drawer 220, Oneonta NYB 820, USA) has joined our MOM ranks and besides a J2 or two has an F1 in need of a gearbox.

A.C. Francis (9 Whempstead Road, Bennington, Herts) has a J2 chassis for sale. Any offers?

Pat Mullen (990 Churchill, Ville Mont-Royal, PQ Canada) has an N type requiring a petrol change-over tap, fuse box and cut out, and a distributor cover. If any North American club member needs any odds and ends for J or P/N models, Pat has few parts that he can help out with.

Tony White (Turtle House, North Street, Somerton, Somerset) needs a few bits for his PB such as a rear side and offside breather pipe, front oil pipe from sump to pump. Also Tony has a J2 requiring a complete clutch, speedo (P type rev counter in exchange) engine rear mountings and a J2 screen (a P type one complete is available for exchange) Also a pair of 8" brakes required (exchange for 12" ones that Tony has).

Brian Fogg, (5 Shearbrook Lane, Goostrey, Nr. Crewe, Cheshire) has for those trialling enthusiasts, who do so in their P types with outside exhausts, some 1½" diameter steel pipe bent up which will run from the normal exhaust manifold, over the top of the chassis and down behind the bonnet sides emerging beneath to connect to a silencer mounted under the passengers door. Price will be about £12.

Goro Whatley (RR No 1, Gormley, Ontario L0H L00 CANADA) has a 1934 KN that is lacking a steering column and box, all instruments except rev counter, front valence and driving light.

Helmut Klockner (Subrenkamp 29, 2000 Hamburg 63, Germany) is looking for a J1 or a J1 Salonette or any parts for the J type including a dynamo.

John Andrews (73 Springfield Crescent, Harpenden, Herts) requires a PA radiator core, preferably in reasonable condition.

Chris Lewis (43 Burchley Road, St. Andrews, Bristol) requires a 30 mph warning light for his PB and a petrol reserve tap. He is also looking for a PA/PB rev. counter and is prepared to swap a rebuilt NA rev. counter for it. The PA rev counter starts at 1.30 and goes round to 10.30, whereas the NA one begins at 7.30 and goes round to 4.30.

D.M. Kempton (11 Gaseley Gardens, Carcot, Peterborough, Cambs tel: 0733-241365) has a J2 that needs a rear axle, front hubs, front brakes, road springs and 19" wheels. He has for exchange an M type front axle beam.

Dennis Talbot (41 Northwood Avenue, Chaddesden, Derby) has for sale the rear body parts of a 4 seater P type in poor state, but suitable for pattern. Dennis can also undertake the repair of dented radiators and headlamps and get them rechromed to a high standard. Naturally this is not cheap, but is worth it in the long run.

Ian Coxen (Golden Guinea, 75 Pembroke Road, Portishend, Bristol) has a club crank for which he requires a set of P type rods.

A.S. Mounsdon (The White House, Hazelgrove Road, Haywards Heath, Sussex. tel. Haywards Heath 5133) has the following parts for sale. A J2 gearbox with remote control, an M type steering box, an M type back axle with brakes, a rusty M cylinder head, a rusty M block with crank, M manifold, a rusty M chassis, a front spring, rear spring, a poor rad shell and core, 5 wheels with poor tyres a pair of mudguards and head light stays, a rusty (but rotating!) dynamo and a pair of pedals. He would like to sell as a lot but individual items sold, preferably in exchange for G.P. Simson or Amilcar parts.

Nigel Watts is now engaged in producing the Marshall 87 blower inlet manifold and carburettor elbow for an N type installation. Price about £33. Write to Nigel W. quickly if you want to have him produce more than the batch of 4 he is doing for me at present.

Peter Mace (9 Nightingale Close, Storrington, Pulborough, Sussex) has been making up his own push-pull dashboard switches. Starting with a Lucas fog lamp/spot lamp switch with push-pull action, he cut off the bakelite section to the correct length and

then shape the ends to the correct shape for the trafficators or spares. This he did using a grinding stone in a dentist drill (Peter being in that game!) and with the small chrome locking ring it looks very good when painted the correct colour of brown. If anyone has trouble with the shaping, Peter has kindly offered to do this if members send him the switches.

Max Zingg, 9000 St. Gallen, Scheibencokerstrasse 9, Germany seeks the following parts. Powerplus supercharger No. 9 (or 10), Large K3 sump, Float chamber system ancillary oil tank, complete water pump, Altette horn EF 317, 1 set of original dome nuts, pair of headlamps, aero screen, quick filler cap, large SU carb. 1 7/8" dia. 2 Hobson telegages, 7 switches, speedometer 120 cm reading to 180 km/hr, KI gas system.

Finally Nick Sands, our librarian, has been reproducing some more leaflets A 1930 full colour broadsheet covers the various 18/80 models and the M type two seater and Sportsmans Coupe, with a chassis drawing and full specification of the M type, 18/80 Marks I and II. All the different colour schemes available are covered as well as interior finish, together with many other little touches that you can find out for yourself when you send nick £2.50.

Also Nick has reproduced a little leaflet, on the original cream paper, covering the Double Twelve race of 1930 and showing the 'Double-twelve' model and giving its specifications (price 75p)

Last of these leaflets is a lovely 4 page leaflet covering the Airline Coupe's and the 2/4 seater (Allingham) Coupe with the usual Connolly drawings and photographs too. The full body specifications are given, together with dimensions and optional extras. For those lucky enough to have one of these models this leaflet is essential and for all those interested in the unusual MG bodies, this will be most rewarding (price £1.25). I personally think that the Airline Coupe is the nicest shape MGs ever produced, followed closely by the Allingham Coupe; mind you I may be biased because we have one of each. Our NA Airline Coupe is awaiting its turn for restoration.

Also available are the original oiling charts supplied with the cars when new, for the J and P types, at £1, on the original buff coloured paper.

Remember to send your cheques to Nic., but payable to C.K. Spares.

Absolutely finally! For Sale - Ex 120 Replica, in ready to race condition. Heavy original 81mm crank. Special rods/pistons/clutch/flywheel/bearings/block/front housing/water pump/exhaust/inlet/cyl. head/1 1/2" D/D carb - 12" cable brakes, full instrumentation, F gearbox, lightweight, new radiator, special drag arms and king pins. 3.50 x 19 new tyres. Will sell, or would prefer 4 seater MMM plus cash. Contact Nigel Musselwhite, address at back. Tel: 0608 50594.

Offers of Goods, Services or Advice contained in this Infoletter are published in good faith. All responsibility as to price, quality, suitability or accuracy of the Goods, Services or Advice is a matter entirely between the parties concerned in any transactions. The M.G. Car Club Limited, cannot be responsible in any way for any misrepresentation or failures and neither can they be called in to advise or adjudicate in any disputes.

.....

MMM COMMITTEE MEMBERS

April 1976

Chairman:	Stephen Darr, Tithe Barn, Rowberrow, nr. Shipham, Somerset.	
Hon. Secretary:	Colin Butchers, 21 Hill Farm Way, Southwick, Brighton, Sussex BN4 4YJ	
Hon. Treasurer:	Anthony Littlejohn, Uplands Cottage, Limpsfield, Oxted, Surrey	
Librarian:	Nick Sands, 58B Poplar Grove, Maidstone, Kent.	
MMM Registrar:	John Reid, 6 Lawn Road, Bokkenham, Kent BR3 1RH	
Historian:	Mike Allison, 25 Meadow Close, Grove, Wantage Barks OX12 7NN	
Infoletter SAEs	Nigel Musselwhite, Mouthery, 90 Fossway Avenue, Morston in Marsh, Glos.	
Car of the year sponsor: Competitions Secretary:	Andrew Smith, 5 Peter's Close, Prestwood, nr Great Missenden, Bucks.	
Year Book Editor:	Barry Foster, 25 South Street, South Petherton, Somerset.	
Spares Secretary: 2nd Hand sales/wants	Nigel Watts, 7 Harrofield Estate, Cambourne, Cornwall	
New spares - via C.K. Spares Co.	John Adams, 6 Hare's Lane, Hartley Wintney, Hants.	
Infoletter Editor:	Phil Bayne-Bowell, Kimber Cottage, Glazier's Lane, Normandy, Surrey.	
Technical Advisers: M.D.J.F.	Colin Tiche, 147 Wembley Hill Road, Wembley, Middx.	P.L.K.N. Ray Whitcher, 4 Station Road, Kirtbury, Newbury, Borks.

TRIPLE-M MOTOR SPARES LIMITED

Now that this company has at last been formed, we should like to introduce members to its aims and objects.

- 1) To produce spare parts at the lowest possible price, to enable members to keep their cars running.
- 2) To buy up second hand parts as and when these are available, relying a good deal on information from members.
- 3) To market such leaflets and publications applicable to MMM cars.
- 4) To keep overheads and paperwork to the minimum so that more time can be spent arranging spares. Directors will not be paid, but normal expenses will have to be covered.
- 5) To finance and encourage efforts by individuals who may have a good contact for producing spares, or be producing parts themselves.
- 6) Profits will be kept low as in 1) and will all be ploughed back to produce further parts for the benefit of members.
- 7) By being linked to a holding company, we shall be benefitting from the manufacturing expertise of that company, as well as being able to profit from their many contacts.

This company is being run by enthusiasts for the benefit of other MMM enthusiasts, and we hope it will pick up from where MMM Spares Dept. left off, but has no attachment to any car club.

To start off, we are producing the 8:39 crown wheel and pinion sets at £38. These are spiral bevel gears available in 6 or 8 bolt fixings (state which) and should be ready by the end of May for all of you who have placed orders. Other orders can be taken with a deposit of £15 (payable to Triple M Motor Spares).

Also white metal camshaft bearings will again be available the prices being J type £5.60, D type £6.50, F type £8.60, K, N and L type £8.75.

P.T.O.

8.

J and M crankshaft orders will be taken over and as the minimum number of people have sent orders, we are about to place the order. Delivery should then be about 3-4 months.

Also available are P-type phosphor bronze trunnions at £1.65/pair or £2.95 for a set of 4.

Very soon we hope to have available the successor to the Classic MG Yearbook 1974, which is to be called MG World/75. This will be available to members at £5.95, the size being as last year with the same number of pages and 200 photographs. This will probably be the only source in this country.

Please remember to add 8% VAT to your orders for spares (but not for MG World/75), and send them to Kimber Cottage, Glaziers Lane, Normandy, Surrey.

That's all for now but hope will all think of this Company as your own, and I shall be glad to hear your views and ideas.