



TRIPLE M REGISTER INFOLETTER

INFOLETTER 23

July 1973

MMM Mutterings - by Mike Hawke

The MG Bibliophile is well looked-after these days. 'The Story of the MG Sports Car' and 'The Magic of MG' just about covering all the general aspects of the history of our marque. It is a measure of the demand for MG literature that, with these two important books being published in 1972, there was still a quantity of other MG material issued last year including the reprint of 'Wheelspin' and 'M.G. Cars - The Early Years', the latter from Messrs Brooklands Books. Presumably all these are selling well for we have now seen reprints of N, P and J Handbooks and, nearer home, the limited edition of the K3/J4 and L Magna Catalogue Reproductions which MMM Librarian Nick Sands arranged sold with gratifying rapidity.

At the last count Nick tells me that he has sold out of the L type literature but he still has one or two K3/J4 Brochures in stock, (at £1 each).

Now Nick has reproduced similar works for the F Magna, J Midget and K Magnette.

The '12/70 MG Magna' brochure is a six-page folded effort, each page measuring $9\frac{3}{4}$ " x $7\frac{1}{2}$ " and is on glossy art paper. There are pictures of the engine, back axle and chassis and coloured artists drawings of the 'Sports Four Seater' and the 'Sliding Roof Foursone'. Yes, these are the terms used, not Salonette or anything like that. Nor is there any reference to the F1, possibly because this is the 1931 Motor Show Brochure (it refers to the forthcoming 1932 season) and there is not, as yet, any F2 on the scene. Detailed specification, the finishes available and prices are given. This is a genuine reproduction of the original in both colour and paper quality. Like its predecessors it costs £1.

The J folder dates from 1932, is about 16" x 15" (folded into four layers) and, again, is on glossy paper. Coloured artistic of the 'Sports Four-Seater Model J1' Midget Sports Two-Seater' (Two of these) and the 'Midget Salonette Model J1' are backed up by photographs of the J1 chassis, engine and rear axle, very complete specifications and prices (including a price for the J4 in unsupercharged form), prices for a wide selection of extras and details of paint finishes available. There are no pictures of the J3 or J4, but this is hardly surprising as it is probable that no complete examples existed at the time of going to press. Again, a first class job at £1.

(as an aside, we do not think that any J4s were delivered in the unblown state, but if they had been, what carburettors would they have used?)

The K Magnette work is not with me yet, but if Nick's promises have turned out it should be finished by the time you read this.

Returning to the topic of MG literature in general, one of the most active dealers in the specialist field of second-hand motoring books is Charles Mortimer. Incidentally, he drove an 1,100 cc MG at Brooklands (was it a K type?) Whilst it may be argued that his prices are as high as anybody's, he claims that he can sell 'anything MG' with the greatest of ease and he actually lists such unconsidered and recent trifles as MMM Buillets in his catalogue. Verily we live in a time of

rapid change. Perhaps Peter and Rosemary Davis should keep the skin of this Infoletter (or print a few hundred extra) and reprint some of the earlier Bulletins. In this way we might be able to pay for a super Year Book in 1974 which will become a collector's piece and, in turn, finance the Year Book for 1984. Thus we will have invented perpetual motion.

Over to Phil Bayne-Powell

First of all, apologies all round for this Infoletter being rather late, but the re-organisation of the spares service has been fraught with problems. These are gradually being sorted out. On top of this, we ceased trading for nearly six weeks from the beginning of May. To all those who were inconvenienced we say that we are sorry. John Adams, who has taken over the stock items from Nigel Musselwhite, is gradually ploughing his way through back orders and, as long as we've got it, you should receive it soon.

So, to explain the new set-up. John Adams, 51 Henry Street, Reading, is handling all the stock items of the new organisation, as shown in the list at the end of this Infoletter. Please note that all money is now to be made payable to the C.K. SPARES CO. LTD., which is the new company formed to handle all MG spares for the M.G. Car Club. I shall be looking after the Infoletter, second-hand spares, suppliers etc. and the orders for which we ask for deposits, such as crankshafts, PB pistons and camshafts.

On the order front, the next J2 cranks are expected to be in for the first 8 successful buyers by the time this is with you, and we are belabouring the suppliers for the next 8 which we hope for in a month's time. Those of you already with these cranks should note that the webs should be ground where the big-end white metal abuts and one crank journal has been found to be one thou oval. Please check these small points and, if necessary, we will take the crank back for correction.

A few 12/12 camshafts may be available in the coming batch as well as a few J cams (letters and money to Phil B-P please).

All the PB pistons are taken now and only a few 57mm pistons are left at John Adams'.

Some 8/43 crown wheels and pinions may be squeezed out of our supplier, but the line on the Rotax badges hasn't yet come up with the goods.

I expect a lot of you remember us saying that the majority of our goods are done as infill when the various concerns are not using their full capacity. This is how we manage to get things reasonably cheap. However, at present, engineering firms are enjoying a very healthy book and so infill jobs are a thing of the past. But we have pointed out that we provided useful work in the lean times. It needs constant weekly chasing to get these parts through but the rebuilds must go on!

F type camshafts with 12/12 timing should be our next item for production, judging by the interest and I expect that in the next Infoletter we shall be asking for orders.

Colin Tieche, (147 Wembley Hill Road, Wembley, Middlesex) is doing batches of J, P and N oil pump gears and driving shafts. I've already got one on the Allingham which is now the proud possessor of 100 p.s.i. oil pressure when hot. 12 sets of J and 12 sets of P/N are being produced so get your order into Colin now and he will let you know the final price.

Whilst not usually advertising complete cars, Peter Hayes (47 Sutherland Avenue, Biggin Hill, Kent) is selling his Abbey-bodied N type. It has been seen at a couple of Panshurst Rallies and was previously owned by Ian Barlow who used to keep it in the Bromley Multi-storey car park. Indeed, he carried out work on it there. It turned up for a Brands Hatch meeting fitted with triple S.U.s which were a bit of a handful to sort out. At that stage it was thought to be an ND and it was only on seeing the car last year that I realised that it wasn't quite like an ND

and positively identified it as an Abbey-bodied N type. The similarity is very close with the slab tank on the back and the spare wheel mounted behind. For further visual evidence, look at the picture in Mike Allison's excellent book. If you want an interesting 2 seater N type, here's your chance - if its not already gone.

Claude Hayes (Ducalo, Burntwood Road, Drury, Buckley, Flint) has found his J2 cylinder Head cracked and is in need of a good bare cylinder head.

I have four M type cylinder heads at £5 each for a quick sale. First to come gets the one with the most parts attached or the choice of four. Write to Normandy please.

Also, in conjunction with David Cooksey, we are proposing to produce K1, 2,3 half shafts at less than £10 each. Those interested, please write to Normandy, again.

Henk Beerbook, (Berg en Dal, Koningen, Julianalaan 16 Holland) has broken both carburettor flanges on his F l. I have managed to find him one, but can any member help with the second one? It has 617 stamped on the rear face of the intake.

Robin Haze (Greenlands, The Avenue, Ascot, Berks) has the following for sale. M type speedometer, ignition and dash lamp holders, ignition switch, dash lamp switch with resistance, plug-in fuse holder, lighting switch assembly (very similar to the original) bulkhead aluminium strip which carries the bonnet tape. For D/J1/F. types a lighting switch and ammeter. For K and L types a black push-pull switch and a black push switch. For P and N type a Lucas Brown Bakelite fuse cover, brown bakelite gear knob. Also a chrome Lucas Allette horn (12 volt) with mounting bracket and 12 volt wiper motors.

Robin has for exchange only, for other MG literature, original M, J and N type manuals and an N type Parts list.

Gert Jensen (Klostervej 90 8680Ry, Denmark) who made such an excellent job of his PA A rline Coupe is looking for a four seater tourer in reasonable restorable condition, e.g. and Ll or Fl.

G. Quick (109 The Avenue, Highams Park, London E4) has a copy of the 6th edition of Blower's manual for sale.

Peter Heaton (40 Globe Road, Letchworth, Herts) would like a PB engine and a Marshall type 60 supercharger or any other blower of a suitable size and configuration to fit between the 4amb irons.

Nick Sands says that C.B.A. Radiators, Northolt Road, South Harrow, (Tel 01-422-4061) are very good for reconditioning radiators and making petrol tanks, but they cannot put the swages in.

Nick Sands is also making some replicas of the plate which was fitted to the dashboard of the L Magna Continental Coupe which says 'KEEP ENGINE SPEED DOWN UNTIL OIL IS WARM AND AVOID UNDUE WEAR' If any one wants one, please write to Nick. No price mentioned.

Nick also mentions that photographs from the IEM library now carry 10% V.A.T. Just to remind you, a 8 $\frac{1}{2}$ " x 6 $\frac{1}{2}$ " is basically 65p and a monster 20" x 16" is £1.75.

Malcolm Green (50 Churchill Crescent, Hoddley, Bordon, Hants) needs a Rotax panel and instruments for his Styles-bodied F. Magna. He also would like a copy of Grand Prix, by Berre Lyndon, the Sports Car for April to December 1935, Feb 1939 and May to September 1939 also Motor Sport for November 1934 all 1938, 1944 and 1947. He can swap similar literature for these.

Barry Foster (25 South Street, South P thernton, Somerset) has for sale an F type engine, 12" brakes, D type speedo and an F type gearbox (non-cross-tube type). He needs an L type ca shaft, Can cover, conrods and distributor.

G. Ash of 23 Swindon Road, Strutton St. Margaret, Swindon, Wilts) has several of the small J/F circular junction boxes at 50p each. He also has some early side lamps. He needs V1 and TC parts.

Chris Harrill, (7 Bodlyn, Acrofair, Wrexham) is offering a 1932 FI Magna Salonette, chassis largely completed, body very poor. £375 or exchange L Magna or F2 Magna chassis upwards. Chris also has for sale an L1 windscreen frame, P1 petrol tank, P1 front wings, P1 chassis frame and leg book, F camshaft, 8" brake shoes, D.T.H. 4 cylinder magneto and various other parts in exchange for any L type parts. EG an excellent P1 body for a J2/L2/F2 body, also wanted are an L2/J2/F2 tank and spare wheel carrier and an L2 or F2 bonnet. Exchange a P1 engine for an L, K or N type engine.

T.B. James, (4 Redrice, Anlover, Hants) has what might be an H type chassis with a front axle, stub axles, front springs, steering box and column for sale.

Roger Lahr, presumably in company with his H type, can now be found at Southern Paddocks, Southam, Cheltenham, Glos.

Colin Westwood, (51 Wetherfield, Stansted, Essex) has the following P type parts for sale. Exhaust manifold, £1. Flywheel housing with some missing lugs £1. Gearbox £10. Windscreen, tatty and glass broken but with mounting brackets £2. Michelin 400 x 19 tyres. £2 Hood, little used and probably off a J type £1.

Brian Rhead (25 Leylands Park, Burgess Hill, Sussex) needs a J2 clutch withdrawal collar and bearing and a J2 windscreen complete with all mountings. Exchange Brian can offer a good P type speedo, P type screen and some H type bits including a cylinder head.

Jet Metal Polishes Ltd., (Effingham Road, Copthall Farm, Copthorne) do shot blasting zinc spraying and polishing. They charged Brian only £3 for shot blasting 4 wheels, propshaft and bulkhead.

Anthony White (Furle House, North Street, Somerton, Somerset) has recently acquired most of an L1 and would be interested in hearing from anyone with useful bits of an L type to sell. In particular he needs as much as he can get towards turning it into an L2 e.g. windscreen and supports, Hood frame, spare wheel carrier, Petrol tank with gauge, Doors, Scuttle 'humps, an complete (?J2) body perhaps.

Spares Dept Write to John Adams with S.AEs please. Note that cheques are to be made out to C.K. SPARES CO. Ltd.,

	Basic Price + V.A.T.	
J.D.H.C. water jacket plates	£1.85 pr	16p
J.D.H.C. white metal camshaft bearings	4.50 set	45p
M. decocke sets	2.50	25p
P water outlet manifolds	5.75	57p
K.P.N.L. oil filter elements	90	9p
K.L.N. water outlet manifolds	9.50	95p
P.L.J.K.N. valve guides	35p ea	3p
Valve cutters	12p pr	1p
P.L.K.N. plain water jacket plates	85p ea	8p
57mm pistons + 60 thou	3.25 ea	32p
Rocker shaft bolville washers	50p set	5p
M.D.J.F big end bolts and nuts	24p ea	2p
P.L.N.K. main bearing bolts (H.T. Steel)	1.30 pr	13p
Chromed, domed bonnet rest nuts and bolts	20p ea	2p
R.N.K. petrol taps and rods (corks required)	8.50 set	85p
J.F. choke and slow running rods and knobs	2.00 set	20p
Sidescreeen sockets, chromed	35 ea	3p
P type rear axle U bolts, set of four	1.85	18p
Octagonal dash panels, unplated	3.75 ea	37p

	Basic Price + V.A.T.	
Centre panels	£3.75 ea	37p
N.P Front aprons	8.25 ea	82p
Rear axle cork oil retainers	20p pr	2p
Shock absorber transfers for Andre types 506, 502, 198	30p pr	3p
Large bezels	1.00 ea	10p
P type 10 tooth speedo drive pinion	3.25	32p
Door threshold plates	6.00 pr	60
Rear axle tub locking rings	12p pr	1p
F.J. brake pull off springs	18p ea	2p
Wolseley Hornet piston set, standard, 57mm with domed crowns but will fit MG engines	6.00 set	60p
Bluenels Brooklands steering wheel, black or brown	7.85	78p

All U.K. orders will require the V.A.T. to be added to the basic price.
Overseas orders need to pay only the basic price without the V.A.T.

MMI Committee Members

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