



TRIPLE M REGISTER INFOLETTER

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MMM Mutterings - by Mike Hawke

Last time we reviewed the F Magna and J Midget sales catalogues which Nick Sands had reproduced. On this occasion we have the pleasure of describing the K Magnette brochure and the MG Catalogue for Autumn 1932.

'The 1933 Magnette 'K' Series' brochure is on glossy paper and measures 16" x 15" when unfolded. It is labelled 'Preliminary List.' and must date from late 1932 (possibly the Motor Show) because there is no picture of a K3 and the car shown on the front (which ought to be a K3) is a very peculiar animal indeed. It has a Magna style radiator, no blower and a very long pointed tail. The K3 is actually offered unsupercharged at £475. Later, in the 1933 catalogue which has already been reproduced, this option was not on offer, although the J4 was priced in unsupercharged form. The long pointed tail was a £35 extra in 1933 and E.R.Hall has one for the B.R.D.C. 500 Miles Race. But we digress.

Inside there are views of a K Chassis, K Saloon, details of the off and near sides of the engine and the alternative internal and external mountings of the spare wheel. Also we have colour drawings of the K Saloon and the 'K Sports 4-Seater'. Then there is a full specification. This contains a surprise or two. The manual gearbox seems to have been the normal with the preselector 'box being listed at £25 extra. The manual gearbox, moreover, seems to have been the E.N.V. box as on the F. Magna (with cross-tube!) I have never seen a K1 or K2 so equipped, the only K1 I can recall with a manual 'box having the Wolseley type with a different remote control. Or am I wrong?

The next item is a brochure giving the whole range dating from about mid-1932. It is on matt paper and measures 22" x 16" when unfolded. It contains pictures, descriptions (including colours available), extras and brief specifications of the MG Magna Sports Tourer F2 Series at £260 ex-Works (this is a 12" braked four-seater!) the MG Six Saloon De Luxe Mark II Series £699 ex-Works, the MG Magna Sliding Roof Foursome F2 Series £295 ex-Works, the MG Midget Salonette J1 Series £255 ex-Works, the MG Midget Sports Two Seater J2 Series £199.10 ex-Works and the MG Midget Sports Four Seater J1 Series £220 ex-Works. Also available is a J3 Super Sports 2-seater and a J4 Racing Model. Particulars on Application.

I am sure we are all impressed by the accuracy and authenticity with which Nick produces these catalogues and brochures. They are undoubtedly good items for any collection of MG literature. His sales list now looks something like this: (Cheques etc. to be made payable to the M.G. Car Club).

Mid 1932 MG Sales Catalogue (listing J1, J2, F2, 18/60 Mk II)	£0.75
K Type Brochure	1.00
F Type Folder	1.00
J Midget Foler	1.00
J4 and K3 Booklet (a few left)	1.00
L Magna Brochure (sold out)	
1934 MG Sales Catalogue (sold out)	

Nick also says that he has the following photos added to his stocks:

J3 supercharged installation - 3 views	18/60
NA 2-seater	K1
No 1.	

8 1/2" x 6 1/2" costs 65p and 20" x 16" costs £1.75. These new photos have been loaned by members for copying and Nick still asks to borrow good photographs of MGs to copy and add to the M&M Library.

Just to show that I have not gone all bureaucratic, I'm sure we were all very pleased to see that Colin F. Che, Ian Davison and Doug Harris won the Inter-Centre Team Award in the High Speed Trials at Silverstone in May. This is the first time that the M&M have won this since 1967. It is lucky for the others that we did not try very hard in some of the intervening years.

Returning to paperwork (you can tell that I am a Civil Servant), if anyone has any readable or unreadable copy for the 1974 Year Book, please send it to me by the end of October.

Over to Phil Bayne-Powell

I'm sorry we've been a bit thin on the ground for material lately but I always seem to put Infoletter together in a rush. Isn't it almost always the same? However I hope to be putting more in, like extracts from the original Service Information Sheets which were issued by the M.G. Car Co to all their dealers.

E.g. Service Information Sheet No:31, issued in October 1934, states that 'An interesting fact has been brought to light during an investigation into the question of fatigue life of the two-bearing type crankshafts.

The investigation showed quite clearly that this type of crankshaft should not be reground, owing to the fact that regrounding the journals to a smaller dimension weakens the structure and relative balance of the crankshaft.

This, coupled with the fact that a great number of these crankshafts are called upon to transmit exceedingly high engine r.p.m. and increased horsepower, makes it impossible to calculate fatigue life.

Therefore, it has been officially ruled that this type of crankshaft will on no account be reground in future'.

That's just a charming snippet from these useful information sheets which cover many unusual points (My copy has a pencilled note, saying 'Ha! blxxdy ha!' M.B.H.).

John Adams has now taken over from me as the M&M Director on the Board of C.K. Spares and will thus be arranging all the new parts with behind-the-scenes activities by P. B-P and N.M..

The first batch of J2 Cranks is now produced and with most of you. We are hopeful that we'll get the next batch of twelve cranks by October.

Until John is fully sorted out, the new items may not be coming through as swiftly as previously. Please give him a chance to settle in.

It may be possible to get a batch of N.L. and K type exhaust systems made up if enough orders are forthcoming. They will be under £10 an installation.

We are progressing with the F type crankshafts and hope to have a price available for the next Infoletter and will ask for order to be placed.

Mike Allison and a few others have asked us to price a fully counterbalanced K/L/N crankshaft. If anyone else is interested, please let us know.

We hear that the Italian Government have banned all competitions on the public road which means that next year's Mille Miglia Storica is in jeopardy. This would be a great shame as Nigel Musselwhite's article has given a lot of people ideas of entering the 1974 run.

Nearer home we have amalgamated our two teams for the Six Hour Relay Race at Silverstone on Saturday 29 September. We hope that many MG members will turn up to support this exciting event with such names as Tieche (J4), Cranage (n), Allison (NA), and Reynolds, Dolton and Pinney (J2s) to set your adrenalin flowing.

Please keep your tips and recommendations for work or supplies coming in. This keeps us all up-to-date as well as helping new members. For instance, who knows of a reasonable casting firm prepared to undertake short runs?

I'm not sure if I have mentioned Frank Edwards before, he is a one-man firm who does electrical repairs such as ignitios, dynamos, starters and he works at Queen Anne Road, Maidstone Kent (tel:57255).

Incidentally, Bill Bates suggests that instead of sending your Register Card to your Committee Members with your letters, you quote your number. So please remember to quote your Register number and you'll get priority treatment, as all M.G.C.C. members are allowed to make use of our facilities now.

Keith Poole has a spare J2 cylinder head available at £5 to £10. Please, if you are interested, contact Keith's father at 20 Southern Avenue, South Norwood, London SE 25 (Tel: 01-853-8106).

I now hear from reliable information that Smiths Industries, Oxgate Lane, Cricklewood, London NW2 are still prepared to overhaul their instruments.

Michael Redhead, 86 Forest Rd. Paddock Wood, Kent, requires for his M type a front apron, side valences, four mudguards, 2 MG hubcaps, pair of door latches, a rear light, one wheel and tyre, dashboard light, oil pressure gauge, and back stays for the front wings.

John Bell, Les Rainettes, St. Marguerite-sur-Duclair, Seine Maritime 76480, France needs some reflectors suitable for the Rotax headlights in his J2 and a regulator unit for same.

Wallace Birtwhistle, 43 Wincombe Drive, Ferndown, Dorset needs two 3.50/400 x 19 tyres for his PA

M. Morris, 79 Welham Road, Retford Notts, has a cracked M type manifold and consequently, having unsuccessfully tried to weld it, is in need of an intact one.

Phil Staddon, Hillside, St. Mary's Church, Cowbridge, Glam. would appreciate some parts/help with his F type, which has a badly rusted chassis and badly rusted front shockers. He also needs a bonnet and a pair of front wings.

Harry Napier, 30 Lanfine Road, Paisley, Renfrewshire, has two crown wheel and pinion sets. The part no is R/CWP104 and they are 8/39 ratio with 6 bolt fixing. £10 each.

Chris Bowman, 11 Drivers Battery Crescent, Winchester is looking for a J2 spare wheel carrier, petrol filler cap and windscreen wing nut.

N. Stone 20 sunnyside, Farrington Gurney, Somerset has a J2 gearbox, clutch parts and some uncertain types of con-rods and pistons available. He would like a J2 J2 camshaft, radiator cap and a petrol filler cap for his car. (These seem to be a regular request. If you need to resort to buying new ones, Mike Griffin can supply radiator caps while the bones have the double-eared type of petrol filler cap available).

Andrew McMeekin, Ickleymill, Thorn Court, Four Marks, Alton, Hants needs for his J2 a hood frame, instruments and a complete engine. He has a complete gearbox for sale.

If they're not already snapped up a couple of Magna front wings and a windscreen are available from Clive Peartess, 80 Park Hill Rd. Wallington, Surrey £10.00

A.G. Witham, 12 Eastwood Court, Albert Promenade, Halifax, Yorks., has the following parts for sale: M type cylinder head, stripped in good condition, another M type head with all valves, rockers etc., a new 4.50 x 18 tyre and J type water manifold clamps. He would like to exchange his K type block in good condition for an N type block. Also he requires 6 N/P/K rockers and bushes.

Chris Gregory, St. Just, Valleyway, Gerrards Cross, Bucks, would like a 8/43 crown wheel and pinion as his has just broken some teeth. He can offer an F or D type Maltese Cross oil pressure gauge in part exchange.

Dermot Reynolds, 21 The Poplars, London Rd, St. Albans, Herts, is prepared to make up solid copper gaskets to anyone's pattern, The material he uses is 18 gauge soft copper, which does not need annealing. The thickness is 0.040" instead of the copper/asbestos thickness of 0.060" and will, consequently, give an increase in compression ratio. He has 3 N type and 4 PA/PB types in-stock at present.

Dermot also has original parts lists for an NA and a VA which he would like to exchange for an L or K parts list or other MMM information.

Robin Mace, Greenlands, The Avenue, Ascot, Berks, has for sale a black bakelite trafficator push switch for an L type an original N type rear seat tray with blue leather upholstery, an N type 2 seater prop.shaft tunnel, and a spare plug rack for 6 plugs, a steering column and box for an M type as well as a gearbox, shock absorbers, original side screen for driver's cut away door for an M type. Also Robin has a P type 2 seater spare wheel carrier, a hand brake and cross shaft assembly, windscreen frame with upper and lower support brackets, pair of rear wing stays and a pair of rear shock-absorbers with brackets, all for a P type. He would like original F, L or TA/TB manuals to buy or swap for other MG manuals he has spare.

Michael Polby, 21 Lansdowne Av. Gt. Ghyssby, Lincs. wants a J2 camshaft.

E.B. Ballinger, 266 Hall Lane, Chingford, London E 4 is in need of PA seats, a windscreen with wiper motor etc., a speedometer and other instruments and a workshop manual

Brian Rhead, 25 Loylands Park, Burgess Hill, Sussex, is currently converting an M Type block for use on a J2. It means changing the 5/16" studs for 3/8" b.s.f. as well as drilling extra water holes. Has anyone else tackled this task? He needs information and it could be passed on to any other members contemplating this work. Does it work? Are there any snags? Brian continues by suggesting that one uses duralumin con rods in conjunction with one's J or P crank that is cracked (on the assumption that a new crank is beyond one's pocket). This sounds a good idea, but those Triumph Bonneville con-rods have a smaller length of journal which means that spacers have to be made up to take up the difference (on several of the new cranks the big-end bearing length is being made shorter for use with Bonneville rods). By reducing the bearing length the area is reduced and stresses are increased at the shell bearings that are fitted to these con rods. In addition, there are not many oversizes of these shells, so if your crank is badly worn it would need to be built up and this may not be desirable on a crank that has cracks in it. Finally these con-rods have a short life due to fatigue setting in after about two years. However, they are lighter and the engine will therefore rev. quicker, and they are readily available. As a side line to this, Peter Crane converted his rods to shell bearings and found that they wore out quicker than the white metal big-ends. It was suggested that the considerable depth of white metal was necessary to take the high stresses, whereas the shells had only a thin wall of white metal which broke up under the load. Further observations on this aspect will be welcome.

(I thought that the problem with shell bearings in our cars was one of cooling. They need more oil than our pumps can give them and the space left by the original thick white metal and not filled with the thin shell had to be filled by something which, if it was rigid enough to hold the shell, did not conduct the heat away. M.B.H.)

Brian (the same one as above) also has for sale a centre-laced with tube and illegal 5.00 x 18 tyre (£3) an M type carb. and manifold (£7.50) pair of brass headlamps, complete (£7.50) and M type clutch parts (£2.50) Brian wants a J2 speedo drive gear and a J2 windscreen with side pillars.

At this point Phil had a pair of Service Information Sheets to show you. However, as they have diagrams it is possible that they will print out a lot better in the 1974 Year Book, with any luck we may beven give you the original style of lettering. Please forgive me and wait in patience M.B.H.

PS Mike Allison has asked to have his apologies conveyed to those with interests in the 'guarantee' plates, these will be delayed for about a month, as unfortunately the person who was producing these died unexpectedly, hence the delay.

Spares Dept. Write to John Adams, Cheques etc. to be made out to C.K. Spares, all U.K. orders to have VAT added, overseas orders do not pay VAT.

	Basic Price	+ V.A.T.
J.D.M.C. water jacket plates	£1.85 pair	18p
J.D.M.C. white metal camshaft bearings	4.50 set	45
PA decoke sets	2.50	25
P water outlet manifold	5.75	57
Valve cotters	12 pair	1
P.K.L.N. plain water jacket plates	85 each	8
Rocker shaft bellville washers	50 set	5
M.D.J.F big end bolts and nuts	24 each	2
P.L.N.K. main bearing bolts, H.F. steel	1.30 pair	13
P whitmetal camshaft bearings	5.65 set	56
K.L.N. white metal camshaft bearings	7.00 set	70
J.F. choke and slow running rods and knobs	2.00 set	20
P type rear axle U bolts, set of 4	1.85	18
Octagonal dash panels	3.75	37
Centre panels	3.75	37
N front aprons	8.25	82
Rear axle cork oil retainers	20 pair	2
Shock absorberstransfers for types 506, 502, 198	30 pair	3
Large instrument bezels	1.00 each	10
P type ten tooth speedo drive pinions	3.25 each	32
Door threshold plates	6.00 pair	60
Rear axle tab locking rings	12 pair	1
F.J. brake pull off springs	18	2

MMM COMMITTEE MEMBERS

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