



TRIPLE M REGISTER INFOLETTER

INFOLETTER No 28

June 1974

MMM MUTTERINGS - Mike Hawke

Oh, the price of popularity! That trilogy by Barre Lyndon, 'Combat', 'Circuit Dust' and 'Grand Prix' continue to rise in price. Charles Mortimer's latest lists quotes prices of up to £9.50 for one book and you are asked to pay over £24 for the three. On the basis that most of us would want a copy for the content and not for the investment potential (whatever that may be), surely the time has come when a set of reprints would be an economic proposition. After all, these prices are the result of the demand as seen by Mr. Mortimer in the day-to-day running of his business. Does anyone in the printing or book trade have any comment to make?

Even more unexpected was the comment when I asked to have my wants put on his card index. Apparently the demand for early copies of the 'M.G. Magazine' is so great and the supply so small that it is not really worth trying. Gone are the days when I bought a set of 'M.G. Magazines' and of 'Sports Cars' from March 1934 to October 1938 for £1. Does anyone have copies of the 'M.G. Magazine' from Vol 1 No 1 to Vol 2 No 12 to lend to me? Then I could photograph them and there, by popular demand, would be the main contents of the MMM Year Book for the next twelve years at least. Please contact me if you can help.

While we are on the pepwork theme, Nick Sands writes to say that he has an old copy of 'Blower' to dispose of and that the following pictures are now available from the MMM Picture library.

<u>Type</u>	<u>Item</u>
C	Underbonnet view of unsupercharged car.
C	Preparing for the 1931 T.T. general view of 4 cars in workshop
M	Offside rear view of Jarvis-bodied car.
M 12/12	Rear view showing dashboard
F	Underbonnet of production F1, showing carbs., tool box etc.
L Continental Coupe	- 4 views of front, rear etc.
L2	3 views, side, front and $\frac{3}{4}$ front.
NA/NB	6 views showing inside, seats etc., side with hood up, side view with tonneau, $\frac{3}{4}$ rear view
K1	Rear view of tourer

Nick also apologises for the delay which some of you have been having. He blames it all on the three day week and says that there will be no delay with these.

One of the advantages of being a sort of MMM postbox on the end of the Infoletter and Year Book is the variety of interesting letters which I get. Peter Minett tells how he made a camshaft with J2 timing for his M type. This one-off job would be just like the C type one for the AA 'head. You are promised more of this ambitious bit of d-i-y in the 1975 Year Book. Several wrote about preservation, originality, the nit-picking of concours and such topics. In particular, Maurice Gleeson wrote a letter about the length of an Infoletter. One thing is sure, opinions within the Register on originality versus tune and smartness versus competition use are varied and strong.

Finally, back to Nick, who has just sent me a garage poster for the L type Magna. This is a large black and white glossy item, about 33" x 25" and showing nine views of this model. Partly because of its limited appeal and partly because of the paper shortage, rather less of these than usual have been produced. Thus, L1 owners should not delay in ordering their copy from Nick. The price is 75p plus postage and, if you want to receive it rolled, please send Nick a tube with your order. If you do not do this, you will receive it folded into nine or else you can specify delivery at Beaulieu.

Nick also has a picture of an F2 or a J2 with F1 type front wings together with J1 on a stand at what looks like the Danish Motor Show. The cars are new and the dealer's name is IHKROYERCHRISTENSEN A/S. Could be of interest to anyone whose J1 started life in that part of the world.

Over to Phil Bayne-Powell

Much has occurred since the last Infoletter went to bed, back in April, for the printing situation was chaotic at that time, and quite a few events have occurred since then bringing us well into the season.

K3s seem to be all the rage this month with Bo Frick's Eustace Watkins' bodied K 3005 being currently offered for sale, another is reported to have been bought by a V.S.C.C. Member who is reimporting it from South Africa and yet another is reported to have been bought in France for £750 odd (without much bodywork). Meanwhile back in the garage, K 3003 is being repainted (I wish they would all sit still for a while, they are making the 1974 Year Book out of date. M.B.H.).

We are glad to be able to report that John Seymour-Howell is fine and is keen to rebuild his blown D4, but would like the following parts to help: front engine mounting cross-tube, chassis bracket for front shocker spigot and steering drag link.

The other Crest N type Magnette has been acquired by Richard Green so it is in good hands. Roger Bishop's version is being seen at quite a few meetings in its new colour scheme.

An M type whose log book calls it a Carlton is owned by Jo Marriott and looks very similar to the Jarvis bodied M types, but as both Jarvis and Carlton were coachbuilders it must be a different product. Carlton Carriage Co. used to build the bodies on some of the University Motors specials such as the F type. In addition, the registration on this M type is an M.C. registration. University Motors used to sell their cars with an MG registration. But when did U.M. first start using this? (Note. U.M. 'booked' all MG registrations and the Middlesex authority started to issue them in March 1950. They were still being issued in 1949. Subsequently U.M. reserved all the MG registrations. M.B.H.).

As to originality, I'm sure nobody could do better than Chris Doyle who has the Maltby-bodied N type. He is the second owner and the original tools are still carried in the car, and apart from a new hood, nothing is different from what it was back in the 1930s.

This time we've got a reasonable amount of information and parts but we are still very short on useful tips. As we do not charge for advertising your requirement to 500 odd HMF members, we are entitled to expect that you help with information so that the Infoletter fulfills its vital function.

A service has come to light that I've been looking for for many years. This is an electrical overhaul business called Magneto Repairs, Lighting and Ignition Co.Ltd., 14 Claremont Way, Industrial Estate, Claremont Road, Cricklowood, London NW2 1BG. Tel: 01-458-7355. Although dealing in modern electrics, their Mr. Margerum can advise and help on pre-war electrics. For instance, your old cut-out that is original but not working can be restored by them so that it can be used once more. Original brown bakelite cased coils can be rewound and made as good as new. Pre-war parts are stocked and Mr. Margerum has contacts for finding others. Cars can be taken in and completely re-wired. So, for any electrical requirements, these people seem ideal. I am taking

in a pair of distributors for the correct advance and retard weights to be fitted.

While thinking of electrics, if anyone is about to use spiral wound armoured cable, remember to cut back the armouring an inch or so from the connection and wrap the last bit of the cable with insulating tape so that the armouring does not move along the cable and cause a short at the terminal, for the armouring can act as an earth.

Roy Creech has opened up a coach trimming accessories shop at 57 High Street, South Norwood, London SE 25 Tel: 01-653-3664 where one can get leather hide to order, a variety of head linings and carpets, pvc and double duck hooding, fasteners, ali bonding, hessian, wadding, canvas, webbing, rubber sections, bidou banding, piping, foam etc.

Yet another good service of fabrication and welding is recommended. Argon Arc welding, stainless steel, and aluminium welding also successful welding of cracked blocks and cylinder heads which has always been a job which has been expensive without guarantee of success. Contact Colin Tleche, 147 Wembley Hill Way, Wembley, Middx. As an appetiser, Colin is proposing to have a batch of J2 petrol tanks made up, these will be to the late, curved back pattern. They will either be in argon arc-welded aluminium (£35) or steel (£32) and will be complete with drain, pipe take offs, breathers and filler neck. The delivery will be 8-12 weeks. Please send your order with a minimum of £10 deposit to Colin now. If enough people express a desire for the early flat-backed tank and a pattern can be provided, a batch of these will be considered.

David Smith, Spinney Cottage, Church Street, Shoreham, nr Sevenoaks, Kent, needs a J2 front engine housing, preferably with outrigger bearing, also some 6" brake backplates, and shoes. He has a perfect reconditioned P type rad which he would like to exchange for a J type honeycombe rad., with a good shell and in useable condition. David also has a J2 chassis frame with some damage to the front offside if anyone is interested at a nominal price.

Past member A.J. Gates, Ballfield, Harp Hill, Cheltenham, Glos wishes to be relieved of a 4 L type brake assemblies and a J2 starting handle.

John Clifford, 2 Stanley Place, Maden Hill, Chapel Ash, Wolverhampton, Staffs needs a J2 pressure plate.

Nick Sands (address at the back) needs a pair of J2 front shockers and a coil and some headlights.

Andrew Smith, 5 Peter Close, Prestwood, Great Missenden, Bucks unfortunately ruined his PB's crown wheel and pinion at the recent Phoenix Trial and would be grateful if anyone can help him. He has the following parts for sale: J cylinder head, J oil pump, 3 clamped end con-rods, and 3 floating end-con-rods, 6 piston split skirt +.040 and used, 2 x P type Hartford front shock absorbers, P oil filter housing, 6" black-faced 6,000 rpm rev. counter; a pair of P water plates, P spare wheel carrier support, and a set of J car stands.

Gert Jensen, Klostervej 90, 8680 Ry, Denmark, who brought his lovely PA Airline Coupe to Beaulieu a few years ago, is now restoring a 4 seater PA and is looking for the following parts; speedo/rev.counter, odometer, plus pinion and right angle drive, trafficator push button switch, aluminium wiring loom cover that fits onto the firewall, honeycombe rad. in good condition, 4 plug spare spark plug holder

Brian Mather, Brooklands Garage, Darley Dale, nr Matlock, Derbys., would like a set of 4 P type con-rods to use with his Club crank.

Brian Fogg, 5, Shearbrook Lane, Gossetroy, Crews, Cheshire needs a 2" temperature gauge and a 1 1/2" oil pressure gauge.

Robin Mace, Greenlands, The Avenue, Ascot, Berks, requires the following original material for his collection of M.G. literature. F. L and K manuals and spare parts lists, also any MMM car sales brochures. In exchange he has original manuals for M, J and N types as well as P and N parts lists and Combat, Circuit Dust, Flat Out (1st ed) and

Shelvey Walsh (1st ed.).

George May, Foxfield, Bolney, Sussex has for sale two J chassis, a modified F type chassis, F1 back axle complete, a repairable J2 body, a sound P type body, various body parts such as doors, bonnets, tanks, bulkhead, front axles, sound petrol tank (F?), J diffs and two 4.50x19 new tyres at £6.50 each.

Will Mr. D Cooper, late of 26 Hayflower Court, Ongar, Essex, please contact me regarding the PB pistons he has a £5 deposit on. If I don't have any contact, a set of +.040 solid skirt pistons will be available at £24 + V&T.

John Dale, 45 Brackendown Av. Preston, Weymouth, Dorset has some J parts for disposal, such as gearbox, complete clutch assembly, dynamo, block, two cylinder heads, pistons, sump and rocker cover.

Michael Wilcock, Bushy Farm, La Roche Vaucuse, Mont Cochon, St. Helier, Jersey, C.I., has an M type engine (in Sussex) if anyone is in distress.

Evan Harris c/o Highweek Rd., Newton Abbot, Devon, has 20 hardly used inlet valves for M,D,F, at 10p each, 6 H.T. suppressors at 5p each, two No 1 S.U. needles, 10p pair, 3 new D,H,F, contact breaker sets at 75p each, a 2" exhaust pipe U clip, 10p, and a Smith PN type speedo suitable for D type (or maybe M or J1) at £3, a set of oil pump gears for M,D,F. or J good condition, 50p, an M,D,F. or J clutch cover plate, 75p, rear seat foot well tray for F or D, £1 and a 1-5,000 rpm Jaeger rev. counter with clock.

Alan Hoys, 51 Warndon Ave. Accrington, Lancs., Tel: 0254-33322, requires some L type parts like a dynamo vertical drive, rocker box cover and bolts, water manifolds, starter motor, oil pipes water pump, distributor cap, dash board instruments, radiator, dynamo drive bevel gear and oil pump drive gear.

John Seymour-Howell, 1 Orchard Drive, Horsell, Woking, Surrey, has for sale a rear hub bearing carrier, 3 complete oil filter cases, a windscreen and frame, and mudshell all for a P type, a PB radiator grille, hub nuts, 1 1/2" carb. bits, vertical drive housing, a dynamo casing and field coils, 2 12" brake drums.

Peter Warrne, 27 Clabon Mess, London SW1 is arranging for a batch of fully counterbalanced N and K type crankshafts to be made. They will be machined from the solid as the J and M type cranks, but they are from a different source. The cost is likely to be under £300. So please send your order to Peter with a £40 deposit stating which model the crank is for. A confirmed price will be given in the next Infoletter.

Graham Wadson, 3 Barrylands, Liss Forest, Liss, Hants, has had to get certain parts made up for his M type and is prepared to help fellow members with new metal and timber parts. He emphasises that this is not a business and the prices quoted are naturally exclusive of any delivery charges. He can arrange the following:

Front axon (6 louvered, early, or 8 louvered, late)£3.00

Side valances, early with brake rod hole or later fabric bodied

type£8.50 pair

B nutsabout £25 to £30

Wings, rounded section with central band £80 for 4

Rear triangular chassis covers £3.50 pair

Rear number plate brakets £1.50 each

Aluminium shells which form the shape of the lower half of the

tail, under the boot floor level £3.50 pair

Wooden rear scuttle posts (oak) £5.00 pair

Door frames skinned in plywood £15.00 pair

Boot lid£15.00

Fins which give height and rake of step up to boot floor £1.25 pair

A set of 7 pieces to make up tail, comprising 2 rails which go

alongside the chassis, 2 top rails, 2 bottom rails

and the stem post joining the two £12.00

Mahogany dashboard, polished, with hinged lid (not for early cars

with fabric covered dashboards)£8.74

Please send cheques to Wakefield and Sons for Metal parts and uncrossed Postal Orders for the wooden parts to Graham with your order.

As C.K. Sparos are offering the chassis lubricating oiling unions we are including the relevant Service Information Sheet No 18:

H.G. Car Company Ltd.,

C, D, F, J, K, L, P and N Models

Date of Issue: August 1934

SERVICE INFORMATION SHEET NO 18.

Group Nipple Lubricating System

The service Departments have found numerous cases of very dry and partially seized rear spring trunnion bushes, and we have come to the conclusion that the average owner does not lubricate these points sufficiently.

Owing to the length of pipe, through which the oil has to travel before reaching these points, the operation of forcing oil through the bushes takes quite a little time, and unless oil is forced through until leakage is apparent, one can never be sure the bushes are lubricated.

After investigation it has been agreed to fit open feed plugs to the rear spring trunnion bushes instead of the adjustable type (which allows the oil a much easier and consequently a quicker path).

All cars fitted with the adjustable plug at this point should have the needle valve removed, and the preceding points should be adjusted (if necessary) to the figures detailed below.

The number of turns given against the various points is from the shut position (i.e. the needle valve screwed in as far as it will go).

The correct setting is as follows:

Steering box, 1 turn
steering column, $\frac{1}{2}$ turn
Brake cross shaft, $\frac{1}{2}$ turn
Front spring rear shackle, $\frac{1}{2}$ turn
Rear spring front shackle, $1\frac{1}{2}$ turns

The above setting is correct for all models except the N type, when the brake cross shaft is $\frac{1}{4}$ turn and the front spring rear shackle is $\frac{1}{2}$ turn.

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C.K. Sparos Co. News

Two new items are available this time. The first is exhaust valves made in KE 965 material which has a greater resistance to stretch and burning than the standard valve and is therefore recommended for blown or other hard-driven cars. Also a few valves are available as above but about 100 thou. overlength and with the cotter groove omitted. This is in response to the demand from those perfectionists who prefer to machine their own cotter grooves individually in non-standard positions to suit their particular valve gear, or to enable wire circlip caps to be used. Unless the customer specifies otherwise the standard valves will be sent.

Secondly, we have the chassis lubricator unions available, exactly as original, incorporating the all-important adjustable needle valves to regulate the flow of oil to the various points on the car. The adjustment is made by unscrewing the cover cap, thus revealing the needle valve which is then screwed right down and then unscrewed by the amount prescribed in the Service Information Sheet. The cap and fibre washer

are then replaced. The unions are, of course, made in brass and must not be overtightened. At the moment they are available only as a complete set of 16 parts comprising 6 single non-adjustable unions (brake cable brackets front and rear, rear spring, rear trunnion holders), 4 single adjustable unions (rear spring front shackle, front spring near side rear trunnion holder and steering box), one double adjustable union, (float spring rear trunnion holder, offside), 2 treble adjustable unions, (offside and near side brake cross shaft) and 3 steel mounting unions. Steering box and rear trunnions, The latter also acting as the locking device for the large securing nuts. This is the standard equipment for P types, although the unions are the same as fitted to all models.

One of our long running items has been camshaft bearings. By popular demand these for M and J are now available in two undersizes. In the past these have all been supplied in about 12 thou. underside, which by 'fitting' could be used in most cases. But there has been a demand for both more and less underside. The greater underside is required by those perfectionists who wish to line bore the bearing on the proper centre, which would not necessarily be concentric with the bearing housings due to the possibility of head or stand distortion, mixed stands or various other factors. The lesser u/s was demanded by those who want the easiest possible assembly with the least amount of fitting. Thus the bearings are now available in sets approx. 15 thou. u/s for the perfectionists, or approx. 5 thou u/s for the rest of us. Both need some fitting by hand scraping, reamering or line boring, and when assembled and fitted up must be free to turn by hand.

A few tips of camshaft bearings; when fitting is almost complete, bolt up the shaft and give the caps a few light blows with copper or wooden mallet. This will ensure that the outer diameter of the shell is fully bedded into the cap. Also, when reassembling at any time, leave the securing bolts loose and tighten whilst the engine is running. This will ensure that the caps return to the same position each time, the original locating dowel often being inadequate for this purpose.

Finally, will Mr. Ed. J. Shirman of Mo. U.S.A., write again, giving his address more clearly this time please!

C.K. Spares list

Write to John Adams, 5 Haro's Lane, Hartley, Wintney, Hants, price list to M.G.C.C. Members only - quote membership card no. when ordering. Add 10% VAT to all U.K. orders. 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 pair
P.K.L.N. water jacket plates (plain only)	80 each
J.D.M.C. white metal camshaft bearings (-5 or -15 thou)	4.50 set
F " " " "	7.70 set
P.Q.R. " " " "	5.65 set
N.K.L. " " " "	7.25 set
J.D.M.F. big end bolts and nuts	30 each
F.J. lower water inlet pipe (screws into block)	1.00 each
Valve cotters	14 pair
Rear axle cork oil seals	20 pair
M type only shock absorber transfers type 198 or 502	30 pair
P.N.L.K. oil filter elements	95 pair
PA decoke sets	2.50 each
P water outlet manifolds	6.00 each
P.L.K.N.F.Q.R. main bearing bolts	1.30 pair
P 10 tooth speedo pinions	3.25 each
KE 965 exhaust valves	1.00 each
Front wing/running board moulding	30 each
Radiator shell/headlamp bracket rubber moulding	25 each
Centralised lubrication system unions, 16 pieces	10.00 set

NON-ENVELOPPED MEMBERS

President: Stephen Dear, Yew Tree House, Brinsea Road, Congresbury, Bristol
BS19 5JQ

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Advisers:

J.F.J. types: Geoff Coles, 26 Nounds Oak Way, Southborough,
Tonbridge Wells, Kent.

K.H.Q.R. types: Ray Witcher, 4 Station Road, Kintbury, Newbury
Barks.

Best of the Year Scorex: Elwin Sapote, 11 Goodby Road, Moseley, Birmingham
B13 8HH

Chairman: Nick Sands, 36 Winkley Court, Eastcote Lane, Harrow HA2 8BT

Book Editor: Mike Hawks, 11 Linden Crescent, Lower Westwood, Bradford-
on Avon, Wilts BA15 2AN

Wales and S.E. Centre Rep: Mike Allison, 25 Meadow Close, Grove, Wantage,
Berks, OX12 7NN

Wales Rep: Ken Patullo, Barisdale, Chance Inn, Cupar, Fife, KY15 5AJ

N.E. Centre Rep: Ray Masters, 78 Derby Road, Heaton Moor, Stockport, Cheshire
John Goodacre, 19 Albany Av. Eccleston Park, Prescott, Lancs.

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Wales Rep: Phil Peckham, Afallon, Lime Street, Mether Stoway,
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Wales & Cornwall Rep: Nigel Watts, 7 Harefield Estate, Eastern Lane, Camborne
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Wales Centre rep: John Kiddy, Danville House, Main Road, Outthorpe, Chesterfield,
Derbyshire.

Wales Letter: Rosemary Davis, Pike House, South Curney, Cirencester, Glos.

Wales Letter SAE: Nigel Musselwhite, 41 Mosedale, Moreton in Marsh, Glos.