



TRIPLE M REGISTER INFOLETTER

INFOLETTER 32

April 1975

Having just got in from an evening in the garage, (You'll have to excuse the big-oily stains) my mind has been set thinking on the hours that must be spent around the world, beating, polishing, shaping, fitting and generally spanner bending on M.G. MMM cars, our gross national club product must be pretty good in these days of inflation!

I was looking through some of the places that I send Infoletter but to, it's quite amazing - Sweden, Denmark, Holland, Germany, France, U.S.A. Australia, N.Zealand, Belgium, South Africa, Canada, Norway etc. if I've missed someone out please excuse me. This leads me into this month's story, it seems that a certain MMM member from Florida, U.S.A. was visiting England at the time of the Silverstone meeting, he was looking for some N type parts to complete his rebuild, amongst these he required some running boards, the only ones available were two very rusty examples that had seen better days, but from which patterns could be made. Being a good MMM enthusiast, said member, being somewhat pushed for time, dutifully turned up at London Airport, yes - you guessed, his hand luggage was two small valises and 2 N type running boards. One thing's for sure, they'll be the fastest pair of running boards in the West! After all that trouble, I just hope that they fitted the car - how about it Doc Robertson, are they on?

Now for the laugh of the month. Do you know how much you can take off an 'M' type head safely? Answer - 10/32 of an inch, that's provided you have not got a standard crank, this will give you about an 8 - 1 compression ratio. Only thing is, you have to put the O.H.C. coupling underneath the Dynamo yoke - you also have to use a copper asbestos gasket or else the two drives butt onto each other and you have direct drive! It does work - of that I can assure you - however if you try it on a standard crank you had better fit a catchnet for racing, not a catchtank!

For those of you with M types who are having trouble finding plugs, a useful tip is that you can get 14mm adaptors, you can then use a wide range of plugs. I got my last lot from the Complete Automobilst of Peterborough, it makes life so much easier, particularly as 18mm plugs are becoming very hard to obtain.

John Kidder has asked me to let you all know, that the Concourse and Gymkhana which is normally the 'Northern' and is held at Wilsic Hall, will now be at THORESBY HALL, near OLLERTON, NEWARK, NOTTS and will be on the 6 July. As they can cater for 1300 people and cars, I reckon that we could all have a right royal day out.

Also John is organising the Concourse at May Silverstone, and he wishes to point out that no trade stands or selling will be allowed, this is the circuit owners stipulation and must be abided by.

On the 6 July we have also been asked to provide some cars for a parade of MIs at Prescott Hill Climb, anyone who is interested in joining in and having a blast up the hill should send me their name and address, plus their respective vehicle type, all cars up to 1955 are eligible, as soon as possible with this one please.

Lastly - DON'T FORGET SILVERSTONE - and come over and say 'hello' 'cos that is what a club is all about - see you there.

Yours octagonally - Nigel Musselwhite.

From Phil Bayne-Powell:

This month I'd just like to mention in passing, that Normandy has been resounding to the full blooded sounds of K3003 being put through its paces, which goes to show that my system of listing items HAS been successful. The only outstanding items are two telegauges for the completion of the dashboard and the aero screen mounting.

It is now a case of getting this precocious beast to run properly, setting up the plugs and correct needles. We have to tow it to start at present and then it is unhooked, and despite 1st gear needing the bands adjusting, we are able to get under way and once all the cylinders come on song - WOW!!! Selecting second and then stamping on the clutch pedal sees one rocketing off down the road, hanging onto the steering wheel like mad. The acceleration is really quite fantastic, and the brakes are most reassuring, bringing it down from what turns out later to be about 70 mph on the least stretch of road most satisfyingly quickly. But the real joy is to be overtaking in third with fourth selected and to change instantaneously as one goes rushing by.

It has certainly been worth all the trouble of building it over the last two years, and I think anyone who has finished a rebuild and turned a collection of bits of metal into a living motor car, will always savour the satisfaction of the achievement. To those who are still struggling with their rebuilds and wondering if it is all worth it, let me say that when it is all complete the past trials and tribulations fade into insignificance beside this hour, nay, weeks of glory.

It must be spring, because it seems my sap is rising (Quiet! you there in the back row!). I've just come back from a working day at Brighton with the Allingham at full chat round the bends and holding onto a Triumph 2000 that was doing its level best to get away. This is the type of driving where our cars score, being able to go into a corner with the tail hanging out and straightening it all up with a quick flick of the wheel. I suddenly realised that my modern motoring wasn't nearly as fun as this. To get this sort of fun though, you've really got to get the bit between the teeth.

Anyway, back to the real purpose of Infoletter. I've often tried to do something with those rear brake linings that somehow seem to get oil onto them. Over the years I've tried petrol-soaked rags to remove the oil, or burning out the oil, but now I think I've found a better answer. Get your Butane G s blowlamp (which incidentally I've found to be of great value in getting over a lot of problems) and with your brake shoe clamped in the vice, play the blowlamp over the linings and at the same time with your other hand - yes, you've still got one free - vigorously wire brush approximately across the lining. If you angle the blowlamp so it strikes the lining an inch from the wire bristles, you will find that the ends will start to glow red and brushing these glowing bristles over the lining at various angles produces a lining that is no longer black with oil, but nearer its original colour. I reckon a lot of linings with plenty of wear left can thus be resuscitated.

A note for those of you using R47 Lodge plugs for racing; these are unlikely to be produced for much longer by Saiths Industries, the makers, as they make a loss on them at over £3 a time. That is the current price for those platinum tipped racing plugs.

We hear from our Swedish friends that the Eustaco Watkins bodied K3 of Bo Frick hasn't yet been sold, but the current sum being offered is £12,500, so if you want one you'd better grab it now!!

We are still short of information, and especially tips from members to pass onto the others, so please make an effort to contribute to this YOUR infoletter, otherwise the whole benefit of a bi-monthly information service is wasted.

I still have some M type cylinder heads with some ancillaries at £5 each, together with some new P type condensers at 70p each including postage. I've also got two new ignition switches left, one with a key activation, the other with the knurled knob at £4.

The Vintage Radiator Restoration Unit of Marston Radiator Services Ltd. (Sandhill Drive, Harborough, Leicester LE9 5LQ Tel: 053 - 729 2155) are specialists in the repair of radiators as well as making up new ones from scratch, using the correct honeycombe for

both, also fuel and oil tanks are made up to the original design and pattern, stone guards are also produced for radiators, and badges can also be supplied from their own master dies or made up to a submitted pattern.

Nev Churcher (Stoke House, Shaftesbury Road, Gosport, Hants) has for sale an original uncracked 746cc J3 crankshaft with rear main bearing sleeve, also original J3 manual, 2 new centre spoked 15" x 4.00 racing wheels, a framed Gordon Crosby K3 print. Nev requires a J2 under bonnet tooltray, 2 x J2 bonnet clips and a late J windscreen.

Robin Charles (15 Chapel Road, Brightlingsea, Nr Colchester, Essex) requires for his monumental P type rebuild, a dynamo, carbs and inlet manifold.

Paul Blamey (16 Pendeen Road, Malpas Estate, Truro, Cornwall) is rebuilding a J2 from chassis form and is in need of the chrome medallion for the round sidelights by Lucas.

An unusual letter comes from Mr. & Mrs Siddows (Rectory Close, Wootton, Ryde, Isle of Wight) who are busy finishing off their 1936 PB after 4 years of gestation feel a bit cut off and haven't been able to make contact with many MMM cars, so would like to offer an invitation to anyone coming over to the I of W to call in for a cup and a natter. They are only 3 minutes away from the car ferry.

Reed Yates (1524 Lindsey, Denton, Texas, USA 76201) has a 6 volt DDS 5 dynamo suitable for M type. It is newly rebuilt and guaranteed. £19.50 inclusive of sea postage.

C.D. Rushton (Wiltshire Elmcroft, Biddestone, Sawmills, Biddestone, Chippenham, Wilts) is prepared to produce M type bodies at a price of around £265, if people are interested.

Helmut Klockner (2 Hamburg 63, Suhrenkamp 29, West Germany) requires a P type junction box/cut out unit.

Clive Greenaway (22 Frankley Buildings, Bath) has a complete KN rolling chassis and engine with a large number of new spares for sale in one lot if possible. Chassis is partly stripped for rebuild to K type special but no time to complete project.

Dougie Croft (17 Oldfield Lane, Stainforth, nr Doncaster, South Yorks) requires an ENV manual gearbox with crosstube mounting, K type oil pump for magneto model, a KB block and a pair of F type 4 seater rear wings. For exchange he has available N and F gearboxes, N cylinder head, N type block damaged around waterplates, dynamo and rocker cover.

Charles Landells (Holly Bush Farm, Brockenhurst, Hants) has the following parts for sale: N type rear footwell £2.50, F type flywheel £1.50, N type firewall £3.50, P type firewall, £3.00, Diff believed TA £5.00: Pair of N or TA front wings £5.00, J2 crank nose housing £2.50, T.A. Front axle with stubs, back plates and one hub £5.50, Bench type back-rest £2.00, Set P type con rods £4.00. He wants any prewar supercharger or parts, also F/J rear axle casing.

G. Turner (79 Orchard Drive, Park Street, St. Albans, Herts) had a stall at a recent Autojumble with a good selection of crown wheels and pinions.

Kevin Roskrige (Red Gables, Bangor Road, Penmaenmawr, Gwynedd, North Wales) has usually a good selection of electrical spares and such things as torpedo side lights.

Now we reproduce two more Service Information Sheets for your added interest:

SERVICE INFORMATION SHEET No 9

J1 and J2 Models

Date of issue: December 1933

Revised & re-issued: February 1936

F U E L S U P P L Y

It has been found on J1 and J2 cars fitted with a Petrolift that there is a tendency for the fuel supply to limit the maximum speed of the car and cause what is

1. The Petrolift should be fitted $\frac{1}{4}$ in higher. No alteration is necessary to the petrol pipes to effect this alteration. Commencing at Chassis No JO300 on the J1 type and Chassis No J2300 on the J2 type, this alteration has been brought in as standard.
2. The existing float-chamber cover fixing screws should be replaced by screws having a slot cut in them to provide larger vents to the float-chambers.
3. The float-chamber needles required are $\frac{5}{32}$ in. diam. with a seat to correspond.
4. The screws securing the float-chambers to the carburettor bodies must be tightly screwed up, as tests show that if these screws are slightly loose drying up may occur.
5. When reassembling the carburettors care must be taken to see that the toggles have not been bent. On putting the main jets in the full rich position the petrol level should be just below the top of the main jet. If this is not so the toggles may be bent slightly up or down as required.

In the case of J type cars fitted with the pressure type petrol pump, it has been found that a $\frac{1}{8}$ " diam. needle and seat give satisfactory results.

Supplies of needles and seats, also float-chamber cover fixing screws, may be obtained on application being made to our Service Department.

NB As a great many J type cars have been modified on these lines, in event of any defect in the fuel supply a careful check should be made for each of the various points mentioned, before it is assumed that the modifications have not already been made.

SERVICE INFORMATION SHEET No 16
All Models

Date of Issue June 1934

CRANKSHAFT OIL DUCT PLUGS

It is of the utmost importance that crankshafts are balanced to a fine degree, both statically and dynamically, to eliminate bad vibration, harshness and periods in the power unit.

Great care is taken with the crankshafts fitted to our engines and for this reason it is as well to draw attention to the plugs that seal the oil ducts.

After an engine has been in commission for some time and an overhaul is necessary, the crankshaft oil duct plugs have to be removed to enable the oil duct to be thoroughly cleaned and all sludge to be removed. It very often happens that these plugs are damaged on removal, and therefore have to be replaced by new ones. This is where great care is necessary, as plugs of two materials are used, steel and aluminium, depending entirely upon which is necessary for the balancing of the crankshaft. If steel plugs are replaced where aluminium plugs are removed the balance of the crankshaft will be seriously affected.

In addition, the length of the new plug must coincide with the length of the old one.

It is always advisable to have a supply of both plugs readily available, to prevent any possibility of fitting the wrong type.

Following that we'd like to take you back to 1933 when the L type Relay Race cars were entered in the Alpine Trial with such success as here recounted by Mrs. Tommy Wisdom:

" 'Either we flatten out the Alps or the Alps flatten out us!' that was the motto jokingly adopted by the members of the M.G. Alpine team. There was an underlying truth about it however, for it was a real job of work, and failure we could not

The International Alpine Trial is the most exacting reliability test to which any standard touring car can be subjected; it is really, in effect, a five days' race over the worst roads and the highest mountains in Europe, and any car that can even complete this trial must be a pretty sound vehicle.

It has been said for so long that British cars are of no use on the Continent that some of us had begun to believe it. Last year the trial was a comparatively easy affair and nearly everyone who completed the distance won a Glacier Cup not that they didn't deserve them.

But this year the event had been made considerably stiffer; the average speed for the 1,100 cc class, for instance, was 42 kilometres per hour - just over 26 mph. Not a very high speed for those of us who average 40 or more on journeys at home. I may say that I was of this opinion myself before the Trial started, but the first couple of hours showed me that it was not so easy, but confoundedly difficult to average that speed up narrow lanes and dangerous mountain passes and, just as bad, down them.

This speed had to be averaged up the timed passes, a matter next to impossible with the great majority of cars. And for every ten seconds below that average speed a mark was deducted. It meant driving hard all day, taking every advantage of those all too rare straight stretches for a burst of 70 or so and, incidentally, any car which is not capable of a quick seventy is not much use in the Alpine Trial.

The M.G. Magna team was entered for the Coupe des Alpes, the manufacturer's team award which was for the team of three cars losing least marks during the event. Against us we had the now well-known team of Singer 'Nines' and a team of the famous Ballila Fiats; those who remember how fast were the Ballilas in the Mille Miglia will also realise that we were up against a pretty stiff proposition.

We were a merry band of adventurers that crowded aboard the Townsend Auto-ferry that morning. Our team consisted of No 112, W.E.C. Watkinson, and H.A.F. Ward-Jackson, who took a Magna through the trial last year and knew something of what was before them. Then there was No 113 L.A. Welch, a few years ago motor-cycle trials champion in this country, and who knows the Alps backwards, and his brother, D.F. Welch, who also has had experience in the Alps with motorcycles and three-wheelers. Then there was my husband and myself (no 114) who had motored in the Alps before, but had never even thought of anything quite so terrific in the way of mountain passes as we were to see later.

The cars consisted of those same M.G. Magnas which, captained by Alan C. Hess, had captured premier position in the Relay Race at Brooklands the previous Saturday. It had been a rush to get them ready, for obviously foreign fuels would be useless with the fairly high compression ratio used for the track, and the engines had been changed; and wings, running-boards, and screens replaced. But, except for the Nonora quick-action filler caps, all three cars were perfectly standard production models.

The run down was without particular incident, although the heat was terrific and we took full advantage of an opportunity to bathe in a wonderful open-air swimming bath on the banks of the Rhine. And we lost Watkinson!

We went into Italy by way of Switzerland, the minute State of Liechtenstein and Austria over the Axberg Pass, just to see how the cars liked the hills.

Then in Merano we heard bad news. Watkinson was having trouble, and eventually he limped in at 3.am on the next day. And this is the incident which we have discussed and argued about for hours - how did a quarter inch nut first get inside the induction pipe, and then, after having bent and battered sundry valves, get into No 1 cylinder? It certainly wasn't there when the cars left the works, and it most definitely was inside when we took the engine down!

Fortunately we met two of the stoutest fellows in ginable in the persons of Messrs. Romegally and Becker, the Zurich M.G. agents. These two, with the assistance of the rest of us, worked for two solid days and repaired the havoc caused by that accursed

nut. We managed to replace the valves, but scored cylinder block and piston heads had perforce to be left as they were. This was bad news for a team with five days of real hard motoring before them.

Still, everyone was having their troubles, and cars were in pieces all round Merano. With our other two cars there was little to do beside draining the sumps and checking over things.

On Monday morning at crack of dawn we were let into the park where the cars had stood under guard all night and given the signal to start. All three cars started up immediately, good augury for the future, and off we went with the first pass just outside Merano's back door. This was the Giovo, the summit towering 7,200 feet above sea level, a twelve mile long climb, fairly steep with innumerable corners and some very nasty sheer drops into the valley below.

The Giovo was the indirect cause of many retirements, for at the top most people found that they were well down on the average speed required and accordingly trod hard on the loud pedal. Since the descent of the Giovo is just as difficult as the ascent there were naturally many 'phenomenal avoidances'! And then we saw unlucky No 13, Herr Klotz's Mercedes, upside down in a field.

We had decided on this first stage to find out, if possible, the speed, particularly up the passes, of our friendly rivals, the Singers and the Fiats. The Italians were the chief threat, but although they could go like the wind down the passes, their excellent brakes and road holding being particularly noticeable, we could hold them without exerting the motors.

At Lago di Misurina, a beautiful lake in the centre of the valley, which was the scene of the great Alpine campaign during the war, was the setting of the first control. Five minutes were allowed either way at controls and after that the competitor was penalised one mark per minute up to a maximum of one hour, at which period he was automatically retired.

Then followed numerous passes to the Passo di ordoi. This was the first hill-climb, 7,354 feet high and six-and-three-quarter miles long with a loose surface and many bends, not the least of the difficulties of the faster cars being the risk that had to be taken in passing slower cars. Actually we lost two, four and three marks respectively, while the Singers lost a total of 30 and the Fiat team, 41. We were already in a commanding position - although we realised only too well that we had four more days to go and we had to get all three cars through. However, many points the other other teams lost it only needed one of our cars to go out and we automatically went to the bottom of the class.

That day there were more retirements, Blackstone's O.M. uprooting a boundary stone with bad results for the car, and petrol feed troubles putting an end to the hopes of the Montague-Johnstone's Riles, J.M. Cooper's Talbot and Lt. Col. McFarlane's Wolseley, T.W. Oxley (Frazer Nash) went clean off the road on the Pordoi, and in all there were ten retirements. So after 250 miles for the first stage of the trial we were back at Merano again.

The second day's run included a timed climb of the Stelvio, the highest road in Europe, 9,150 feet above sea level. Once again the M.C.s performed magnificently, and whilst we lost marks, as did practically every other car, we succeeded in further entrenching our position. It was a difficult climb, for hairpin after hairpin, 49 of them in all, followed one after another in rapid succession for 11 miles, and engines were 'revved' flat out in first and second for some 25 minutes before we were amid the snow on the summit. Then we had the Passo delle Bernina, the Albula and the Fluela before we reached St. Moritz.

There had been many more retirements that day, but the British cars were doing well, and our own team, by reason of their speed up the passes, were in a commanding position already.

St. Moritz is 6,000 feet up in the mountains and the rarefied air, a shower of rain and a cold night in conjunction were not likely to aid easy starting of motors

left all night in the open.

As a matter of fact, the rarefied air played havoc with carburation, most settings being far too rich and dozens of cars were in trouble for this cause - a few lost five valuable marks through having to make use of the starting handle - but luck was with us. For the Magnas started, as indeed they did during the whole period of the trial, at the first pressure of the starter.

That day we tackled the Julia Pass (7,500 feet) then the 6,700 feet of the San Bernardino and then the Genari at a mere 4,150 feet. Then came the Customs through which competitors were passed with all possible speed and we had practically a main road run to Turin, Italy's Coventry. Compared with the previous day's run and what was to follow we had had a fairly easy time.

From Turin to Grenoble we went by way of the Col de Sestrières, followed by the Col du Mont Genevre across the frontier to Guillestre, a frontier town crowded with very warlike poilus on those manoeuvres which, nowadays, last all the year. After the control came the dreaded Col d'Isocard. This pass was certainly the worst of the lot: a military road with an atrocious surface reminiscent of Beggar's Roost, with the camber sloping the wrong way and no barrier at all between the road & the valley hundreds of feet below. We were all glad when the summit was reached without incident. Before us was the Galibier, the third and last of the timed climbs and certainly the most difficult. Only three cars, a supercharged Bugatti, a supercharged Alfa-Romeo and H.J. Aldington's Frazer Nash succeeded in averaging the required speed up this pass, so its difficulty will be appreciated.

The Magna team could afford to take things more easily though all three cars shot up the pass like scared cats - for by now we were leading comfortably, and, bar trouble, the coveted trophy was ours. W.E. Belgrave, who was competing the a J3 MG Midget for the Glacier Cup on the 1,100 cc class, had lost only two points and was leading for this award - a particularly fine effort since he was also up against stiff opposition.

The Galibier was not the last obstacle of the day's run, however, for there followed the Col du Telegraph, the Col de la Croix de Fer and then the descent of the Col du Glandon. It was a race against time, for we were all some 20 minutes behind our schedule and this last pass, for those in a hurry, was a fearsome business, and drive as hard as we could few had more than a few minutes in hand at the Grenoble control.

On the following day we set out on the final section, the run to Nice. Once again the run to the first control was comparatively easy, but from Guillestre it was once more a race, the ascent and descent of passes, with their twisting sinuous corners, making high speed quite impossible, and testing brakes, steering and road-holding to the utmost. There was one serious crash, one of the German Rohrs overturning on an S-bend. Many of the British competitors stopped to render assistance - a sporting action which very nearly made them late at the final control.

So eventually we drove along the Promenade des Anglais - the finish of the most strenuous reliability trial ever held.

There only remained the final inspection, marks being deducted for cars with bent axles - and there were not a few of these - gears not operative and 'dud' lights. None of the Magnas or the Midget lost points on this score. The Magnas, against severe opposition, had won the Coupe de Alpes and the Midget had won, from opposition no less, sever, the Glacier Cup.

The cars were in excellent condition, and on the way back to Calais showed that 75 mph and more was still within their powers even after the 5 days' caning' they had received.

The International Alpine Trial is an admixture of the London-Exeter and the London-Land's and quadrupled in severity, the Le Mans 24 hour race and a Donington Park meeting, with the addition of a few passes which cannot be compared with anything else at all. Any car which can get through this trial successfully MUST be above average."

The three cars were JB 2265 driven by Watkinson/Ward-Jackson, JD 7242 driven by the Welchs and MG 2603 driven by Mr & Mrs. Wisdom. This latter car used to be owned by Alan Cowley, and completed in MG and VSCC events, but I don't know where it is now.

Mike Hawke has a set of 4 amals and manifold and linkages to fit a J2 - he will sell but would prefer to swop for J2/K parts, contact Mike at the address shown at the back of this Infoletter.

C.K. SPARES NEWS - John Adams

Progress has happened quickly with the K type half-shafts mentioned in the last Infoletter, and these are new in stock. The price, £11.75 each + VAT is actually lower than that previously quoted, but since the batch is limited and may not be repeated, you would be well advised to order quickly.

A mildly encouraging response has been received to the previous note about 8" Rotax headlamp shells and rims, but far more orders are required to justify production. As a reminder, the probably price would be £15.50 each + VAT in steel, with mounting boss, ready for chroming, but not including reflector, glass etc. and anyone else interested is asked to let me know.

Looking to the future, two projects now under way are for production of rocker bushes and rockers. It is well-known that accuracy in setting up the valve gear is vital to the proper performance of our engines, yet however carefully the Works Service Information Sheets are followed, the correct results will not be achieved without the use of perfect components to the original specifications. The rockers in particular will not be cheap because of the forging process involved, but will be well worth waiting for. Watch this space!

For some curious reason, a few of the second-hand P/J etc parts mentioned a few issues ago are still available. These comprise half-shafts (£2.00 each) rear hub with bearing (£2.00 each) new splined hubs (£2.00 each), in all cases plus VAT, but to personal callers, by arrangement, only.

The Alladin's cave of S.U. parts has already been cleared of some of its 'exotic' contents following the brief note in the last Infoletter, but the following remain. All parts, unless otherwise shown, are new and unused, although some of the older stock is a little dulled through storage.

1 $\frac{1}{8}$ " dashpot/piston assemblies only	£3.00 + VAT
1 $\frac{1}{8}$ " M type bare body only (alloy)	5.00 + VAT
1 $\frac{1}{2}$ " HS4 (horizontal) carbs complete, vertical 2 bolt mounting flange; not vintage, but possibly ideal for blower installations	15.00 each + VAT
AUF 300 HP 12v fuel pump (rather 'modern' looking)	5.00 + VAT
AUF 400 HP 12v dual fuel pump	10.00 + VAT
Butterfly throttle discs (1 $\frac{1}{8}$ ", 1 $\frac{1}{4}$ ", 1 $\frac{3}{8}$ ")	50 ea + VAT
Jets (.090 and .125 only)	50 ea + VAT
Needles (No 3, No 4, No 6, GS, ES, GM, AM, AC, EL, WX1, M, M5, F1, L, LSL only)	1.00 ea + VAT
Lid assembly for 1 $\frac{3}{4}$ " dia float chamber (T1)	1.00 ea + VAT
Floats for " " " (T1)	1.00 ea + VAT
Floats for 2 $\frac{1}{8}$ " " " (T2)	1.00 ea + VAT
Needle valve/seat assembly (old solid type)	1.00 ea + VAT
Second hand T4 float chambers only	5.00 + VAT
" " T4 float chamber lid assembly only	3.00 + VAT
" " T4 float chamber float only	1.50 + VAT
" " T2 (2 $\frac{1}{8}$ " dia) foat chamber only	1.50 + VAT
" " 1 $\frac{1}{8}$ " bronze carb. body only (no dashpot etc) having horizontal 2-bolt flange, but curious vertical throttle spindle. Very vintage, original unknown, but might suit blower installation	£4.00 + VAT

In addition, there is an assortment of miscellaneous new parts such as float chamber mounting bolts (normal and T4) jet adjusting nuts, jet bearing upper and lower halves, large cork washers for jet assembly and small jet gland washers (the latter either modern, or old cork type) various levers, unions, screws etc. etc. For these, and the second hand parts, it is best to call, by appointment for a personal rummage through the boxes.

C.K. SPARES LIST Write to John Adams, 5 Hare's Lane, Hartley Wintney, Hants. Prices to M.C. C.C. members only - quote membership card no. when ordering. Add 8% VAT to all U.K. orders. Prices include post within U.K. overseas members please add extra. Please make cheques payable to C.K. Spares Co Ltd.

<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)	80p ea
J.D.M. big end bolts and nuts	30p ea
F.J. lower water inlet pipe (screws into block)	1.00 ea
Valve cutters	14p pair
M type only shock absorber transfers type 198 or 502	30 pair
P 10 tooth speedo/mileometer pinions	3.25 ea
KE 965 exhaust valves, P.L.K.N.	1.00 ea
Front wing/running board moulding	30 ea
Radiator shell/headlamp bracket rubber mouldings	25 ea
Centralised lubrication system unions (16 pieces)	10.00 set
H front aprons (few only)	9.20 ea
'Brooklands' MG Steering Wheels	11.20 ea
P Camshaft bearings	7.30 set
N.K.L. camshaft bearings	9.30 set
F camshaft bearings	9.00 set
J.D.M. camshaft bearings (-5thou or -15 thou approx)	5.30 set
K half shafts	11.75 each
J camshafts	21.00 ea
H 12/12 camshafts	21.00 ea

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