



TRIPLE M REGISTER INFOLETTER

INFOLETTER 39

July 1976

For those of you who have not yet decided about whether you should fit a 'Club Crank', Silverstone was a very good advertisement as the first three cars home in the MDM race had them fitted, as well as pistons and camshafts. Congratulations to Don Smith, as unless I am much mistaken he gets the Harris Trophy into the bargain, there'll be a few pints of 'Scrumple' drunk at the Birdlip Natter on the strength of it, for those who aren't aware of it, that's where all the 'octagonal combine 'arvesters' come from.

It was also nice to see so many people on the right wheels and tyres - long may it last.

John Reid is taking up the pen next time (thank goodness, say some!) so I will bow out gracefully and get into the garage and start the rebuilds, - and don't forget Nash's, Rileys and Austins aren't that quick, so let's show them the way round, now that they've let us all loose together!

Have a good season everyone and enjoy your cars, I'm wondering how long it will be before they ban us completely from the roads, they'll probably have 'old car days' so get out and make the most of it now.

NIGEL MUSSELWHITE

First of all I'd like to thank all those people who take the trouble to write gems of wisdom for the Infoletter, and as well as asking them to continue the good work, I'd like to ask more of you to contribute your own publication. You've probably heard this all before, but I've recently heard of the T types similar endeavour that failed after a few issues because nobody contributed to it. I'm sure we don't want this sort of thing affecting our efforts. I am continually amazed at the new information that comes to light when talking to people. For example, who do many of the chassis numbers start at a seemingly random chassis number of 0251? It is only when you realised that the MG Car Co. telephone number is 251 do things fall into place.

An interesting snippet recently came to light when Mick Sands was delving into the L type files. It concerns Anthony Littlejohn's Abbey-bodied L1 drophead coupe, it appears from all the files that it was originally issued with a salonette body long before that body became generally available (the chassis is a very early on L 0257, ie the sixth L1 produced) Later that body was removed and the present body put on, at about the time the salonett L types were in production. Both bodies, incidentally, were the product of Abbey Coachworks, who also built all the other Salonettes. So doing a bit of deduction, it would appear that this car was used for development purposes and the drophead coupe body was a prototype which eventually became reality in the TA Tickford.

Meanwhile, not a thousand miles from Abingdon, another little problem has been resolved. We were having a lot of trouble balancing the brakes on the Allingham NA, as having done the usual trick of balancing the force required to

to turn the wheels with the handbrake partially on, we found that one drum was constantly overheating on the road; eventually the culprit was found. A cracked brake shoe. It wasn't immediately noticeable as it closed up and was consequently always rubbing when the brakes were off.

Now I'd better say it before I forget; this is the last Infoletter that Nigel Musselwhite is sending out, and from now on all stamped addressed envelopes are to be sent to John Reid at 6 Lawn Road, Beckenham, Kent. John will be operating virtually the same system Nigel used and will let you know when your last SAE has been used up.

In addition we must say a grateful farewell to Rosemary Davis who has typed and printed 39 Infoletters, and in the first few years also distributed the same. Rosemary is hanging up her typewriter with 'mixed feelings' as she says. I'm sure you would all like me to thank her for putting so much time and effort into this Infoletter to make it the success it is today, and indeed the envy of other Registers. Once again, many thanks Rosemary.

In case you think that Infoletter will have a hiccup, we have arranged alternative printing, so that the flow of Info is not interrupted.

Triple-M Motor Spares are currently offering white metal camshaft bearings for the following J-type (£5.60), P-type (£6.50), F-type (£8.60), K, L and N types (£8.75).

Phosphor Bronze trunnions are available for P, J, F and L types at £165 a pair (i.e. per spring) or £2.95 for 4.

Those that ordered 8/39 crown wheel and pinions will be glad to know that they are now ready and would you send your outstanding money (they cost £38 if you've forgotten) and also state if you want 6 or 8 bolt fixing (ie 2 star or 4 star diff) if you have not already stated this before.

Also proposed are complete C and J4 water pumps, together with their associated oil pump gears, at about £100. If you are interested, please send a £15-20 deposit.

The J type cranks are still to be pursued, for those of you who are wondering why you've not heard anything. These will probably be in EN24T and forged as opposed to machined from the solid.

An advance copy of MG World/75 has arrived, and should be of interest to all MGB men; it covers Silverstone, Devon & Cornwall weekend, Beaulieu, Brands Hatch and the Appleton Steam fair events, as well as containing articles on Harvis of Wimbledon, Hoo Doo the C type, profile on Betty Haig and a K3 photographic gallery. All this for only £5.95 with no VAT.

For all other articles please add 8% VAT and send your order to Triple M Motor Spares Ltd., Timberley, Linerash Wood, Branley, Surrey.

.....

Len Bull writes to tell us of a painter, who will paint any car for you in water colours at around £17.50, the usual size being about 18 x 12" and can be done from photographs or the real thing. His name is Bernard Allan, 1 Stanhope Terrace, Heathfield South, Twickenham, Middx (Tel 01 892 7093) Len had a very good painting done of Geoff Coles' J4.

Eric Taylor has cleared up the F1 front apron fixing by quoting from the handbook (page 87) 'Front fairing from Dumb Irons. This is held in position by two spring clips and the electric horn is attached on the underneath side of this. To remove the fairing it should be lifted from the front underneath the number plate and drawn forward. To replace, register the rear end slide back and then general pressure downwards will replace it in position'. Thank you Eric. It just goes to show the value of Infoletter.

Ian Mackay tells us that he has had a vortical drive coupling fork made up for him by Gordon Allen of Allen Tool and Engineering Ltd., 271 Argyll Avenue, Trading Estate, Slough, Bucks. and whilst he was at it, Gordon Allen made a batch and can offer them to members at £7.50 + VAT if collected. They are available in two different heights and either parrallel or taper fittings (Tel Slough 23782).

Tim Watson (c/o Matra Suspended Ceilings, Sevenoaks Road, Borough Green, nr. Sevenoaks, Kent, Tel 0732-883624) has a 1931 M type for sale. It has been completely stripped to the chassis, shot blasted, zinc sprayed, black enamelled new front springs, brake cables, shackle pins. The engine is dismantled and has been white metalled, the head is crack tested, wheels have been rebuilt and have new tyres and tubes; an ash and marine ply boat tail and bulkhead is complete but the doors need making up. Valences, wings, brackets, speedo and dynamo are either new or reconditioned. About £460 has already been spent on the car.

Ewan Harris (c/o 19 Abbotsbury Road, Newton Abbot, South Devon) has the following parts for sale 4.50 x 19" inner tube (50p) NA/T type half shaft (£2.50) new contact breaker sets for M, D and F (50p each) 4" Jaguar rev counter 0-5000 (£1) F type camshaft, two worn lobes (£1) New 7/41 8 bolt crown wheel and Pinion, latter longer than standard as in Infolotter 30 (£15.00) 2" Exhaust clamp (10p) 6" line suppressors (10p) Please add postage to above prices.

Bill Scandrett (Rushway Farm, Willington, Shipston on Stour, Wars) is stuck for the following P type engine parts, valve spring caps, camshaft bearings, part worn acceptable (see M/M Motor Spares List - Ed) and centre and rear oil drain pipes. Bill says that Floataire of Leicester are most helpful in repairing Luvax shockers.

Peter Long (160 Harrowdone Gardens, Teddington, Middx) requires five 19" wheels for his P type and has for sale or exchange two J2 and three 18" wheels (wire) and tyres also two poor P type front wings, two P type sidelights and one chromed Aston type filler cap.

E. Ballenger (13 Shooters Drive, Nazeing, Essex) has a PA in need of a propshaft, handbrake lever, foot brake cross tube and the linkages for the rear Luvax shockers.

Ian Judd (20 Ravenslea Road, Wandsworth Common, London SW 12. Tel 01 673 4965) has an ultra low 8/47 crown wheel and pinion - that is probably ideal for trials that he'd like to swap for a 7/37. Also Ian has a 6 volt dynamo and starter that he would like to swap for 12 volt varieties. Many M type engine parts are available for sale or swap, as well as an M type brass instrument panel without instruments. Ian wants the following parts: M type 4 rib brake drums, M type footbrake and mounting block, Wolseley Hornet wheels.

Ian also paints pictures of owners and their cars at about £30 in oils.

Peter Robinson (64 Moor End, Spondon, Derby) requires a PA bonnet, windscreen frame, bellhousing, clutch plate, oil pipe from filter to cylinder head and radiator shell. and he has the following parts to swap for the above: PB sump, P front bearing housing, J2 crankshaft, oil pump and drive gears.

R.J. Musgrave (5-7 Clasket Gate, Lincoln, Lines) hqs for exchange for his PA 1 pr front wings, 1 windscreen frame with glass, 1 offside windscreen bracket, 2 brake drums, 1 undortray, 1 rear axle casing, 1 front axle, 2 doors (rough) 2 tank straps, 2 spare wheel carriers, 1 gear box (Ford conversion) 1 track rod assembly, 1 diff (2 star) 1 pair of original octagonal sidelights.

J2 spares for exchange: 2 J2 heads with vortical drives, rockers and rods, cam housings (minus caps) valves, One J2 cam needs rebuilding. 1 J3 head with cam housing + 4 inlet valves.

PA spares required or swap for above: Engine Block, Crank, Dynamo, various oil pipes, clutch, front engine mounting, flywheel, pulley, pair of carbs, set of rockers, distributor, 1 front offside back plate, 4 brake shoes, steering wheel,

hood frame, side screens (set) pair headlights, Tank and cap, Rev-counter speedo, rear view mirror, 2 Hartford Shockers, 2 door handles, Radiator badge nose piece, 1 pair of door catch covers, petrol tap, complete greasing system.

Dian & Dave Dwyer (69 Marrow Court, Silam Road, Sevenage, Hertfordshire SG1 1JT) require for their J2 - 1 pr of front side valences and they have for sale a J2 body, rough but repairable (includes doors, floorboards, firewall and interior trim) one pair each of J2 front and rear springs and P type fronts and various P type chassis parts including handbrake assembly.

Roger Lucke (63 Edinburgh Ave. Sawston, Cambs CB 24 DW) has for sale the following. F type spares - gearbox with remote control, clutch and brake pedals, choke and slow running controls 1 pair 8" Lucas Headlamps, 1 pr of doors complete with 1 pair of side lamp shells, 4 back plates with shoes, 1 camshaft with cockers and bevels, 1 spare wheel carrier, 2 starter motors, 1 exhaust manifold, 1 water manifold, 1 aluminium sump with filter, 1 oil filler spout with chrome cap, 1 gearbox bellhousing with cover plate and clutch mechanism, 1 oil pump and bottom bevel housing with pump, 2 wheel nuts, 1 rocker cover, 1 set chassis lubrication pipes, 1 set of brake cables with fittings, 1 headlamp bracket, 1 distributor, 2 clutch release bearings.

Stephen Ellis (5 Dauphine Court, Spencer Road, Harrow Weald, Middx) requires dynamo for his N type.

Nick Ledger (16 Newlands Rd, Westoning, Beds) requires suitable engine (i.e. D, M or J2) for D type, also 2 wheels and 5 tyres and tubes.

A.R. White (Robin Hill, Beckfoot, Silluth, Caxisle, Cumbria) has for swap or sale, M type cylinder head without valves, Wolseley Hornet cylinder head (believed same as F type - again without valves or rocker gear. He requires 2 wheels to fit J2 either on 19" or 16" rims.

Martin J Ball, (297 Kanton Lane, Kanton, Harrow, Middx) wants a J2 engine and gearbox and all ancillary fittings.

J.E. Carling, (17 Foxwood Walk, Wetherby, West York) has for sale one 19" side laced wire wheel. He requires 1 pr of doors, 1 pr tank straps, radiator shell, one 19" side laced wire wheel, all dash instruments except speedo, rev counter, 1 pr side lights, 1 dipstick, 1 wiper motor.

H. Sands (58B poplar Grove, Maidstone, Kent ME16 0AN) has for sale J engine (front) and radiator mounting bracket, J lower horizontal windscreen frame, 2 (rough) F rockers (free!!) inner part of an M steering column, M clutch pressure plate, spares to swap only for L parts, N speedo, F Manual, D Manual, D Parts list. Spares required: L rear main bearing housing, L hoodlamps, L oil filler cap, oil pressure gauge.

Arnold Studley (Charles Cottage, Lippiatte Lane, Shipham, nr. Winscombe Somerset, tel, Winscombe 3131) has for sale 2 5.25 x 16 tyres (under 500 miles) 1 original indicator body chrome plate, N type bare chassis with log book (2-seater) good clean and pointed, P type dynamo, rebuilt some while ago and unused. P/N indicators, not quite as original, very good and with new chrome body plates, N windscreen with brackets, good glass and chrome - P/N switch panel, No fittings, N set of 10" hydraulic brakes, some new linings, no pipes, Ex MD, N pr Hartfords, tatty, need restoring - N, one front spring, P/N 2 12" drums, P/N good gearbox (higher non-standard 2nd) Brooklands wheel, prewar rubber run, tatty. Aero screen, needs glass. D remote gear control, VZ/SA type FT 37 pass lamp, one good, one tatty. Sensible offers considered, or exchange for following wants: Pr of MMM regulator bucket seat shells, rear view mirror, K2 switch panel unchopped and complete, less ammeter, K2 3" rev counter, Magna type 4 spoke 16" steering wheel, N top end plate for dynamo, N drop arm approx 5", P/N 2 helmet dash lamps, P/N 2 P/P dash switches, 2 16" wheels, preferably off set to take 600 tyres or 2 16" standard plus good 5.50 x 16 tyre, 1 475/500 good tyre,

one (or two) N/P con rods. Safety Fast, April/May 59, May 60, December 68. Wanted all copies from August 1974 to date. I have Feb/March 1960, Feb to Dec 1967, Jan to Nov 1968 to offer. Safety Fast Exchange or Buy/sell.

J.J. Hall (30 Woodland Drive, St. Albans, Herts, AL40 8U tel. St. Albans 64311) has spares preferably to exchange for J2 parts below. P fuel tank, good condition, T type set of lined brake shoes, F/Walsloy Bonnet Diff unit, P Diff carrier with pinion. Spares required for J2, 2 seater as follows: Petrol tank, o/w cap and reserve tap/pipes, battery grid, radiator and dowl, body mounting brackets and clamps, following body parts required in any condition, bonnet, side valences, any body panels/scuttle, doors, front wing stays, cyclo guard type, screen and supports any instruments/panel switches, hood frame, sidescreen frames, seats in any condition, front and rear friction shockers.

Max Zingg (Scheibenaeker Str. 9 9000 St. Gallen Tel 071/257431) requires any spares for J type (J2 and J3).

Nick Sands our enterprising librarian, has been at it again and has produced another L type fold out brochure, this one being a preliminary one (March '33) before the main L type brochure came out which Nick has already produced and sold out. This one has coloured pictures of the 2 seater, 4 seater, saloonette and continental coupe bodies by Connolly. Inside is the extensive specification covering colours, instruments etc. with various detail photographs. In addition a new brochure is being produced and this is basically for the D type midget, the four seater and Coupe versions, and also covers the M type which was still in production. Again there is a full specification covering 2 or the 6 sides of this folder. Both these two brochures are available from Nick Sands at £2 each, cheques to be made out to C.K. Spares Co.

As well as these brochures, Nick has produced an L type instruction summary, which would have been supplied with each car when it was supplied to the first owners. Very few of these appear to have survived, and these reproductions are available at only 50p.

Three new photographs are available (i) a superb works shot of the dashboard and interior of a D type (ii) works photo of a young lady in an FI, showing the dashboard (iii) downward shot of an F engine with the rocker cover removed.

It would appear, although it has not been officially confirmed, that all MMM cars will be accepted by the VSCC. The advantage of this is that the number of events will be increased that we can compete in, hopefully without being detrimental to the grids at MG Car Club meetings. The other point to bear in mind is that the VSCC have been most impressed with the turnout of the MMM cars, that they have seen, and this I'm sure has helped in their acceptance of us. Consequently we must all be on our toes to make sure that our car's presentation and our own behaviour is the best, for otherwise the large body of MG unbelievers in the VSCC are likely to point accusing fingers at us, much to the detriment of the M.G.C.C. and the MMM Register, for whom we shall naturally be considered as ambassadors.

For sale Ex 120 Replica, in ready to race condition, heavy original 81mm crank. special rods/pistons/clutch/flywheel/be rings/block/front housing/water pump/exhaust/inlet/cyl.head/ 1½" 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 Mussolwhite, 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

- Chairman: Stephen Dear, Tithe Barn, Rowbarrow, nr. Shipham, Somerset.
- Hon. Secretary: Colin Butchers, 21 Hill Farm Way, Southwick, Brighton, Sussex.
- Hon. Treasurer: Anthony Littlejohn, Uplands Cottage, Limsfield, Orsted, Surrey.
- Librarian: Nich Sands, 58B Poplar Grove, Maidstone, Kent.
- MMM Registrar & Infoletter: John Reid, 6 Lawn Road, Beckenham, Kent BR3 1RH.
- Historian: 7 Fernhill Drive, Newbold Comyn, Leamington Spa, Wares.
- Car of the Year Soorer: Andrew Smith, 5 St. Peter's Close, Prestwood, nr. Great Missenden, Bucks.
- Year Book Editor: Barry Foster, 25 South Street, South Petherton, Somerset.
- Spares Secretary: Nigel Watts, 7 Harefield Estate, Cambourne, Cornwall.
- 2nd Hand Sales/Wants
- New Spares - John Adams, 6 Haze's Lane, Hartley Wintney, Hants.
via C.K. Spares Co.
- Infoletter Editor: Phil Bayne Powell, Kimber Cottage, Glacier's Lane, Normandy, Surrey.
- Technical Advisers:
- M.D.J.F. Colin Tiecke, 147 Wembley Hill Road, Wembley, Middx.
- P.L.K.N. Ray Whitcox, 4 Station Road, Kintbury, Newbury, Berks.