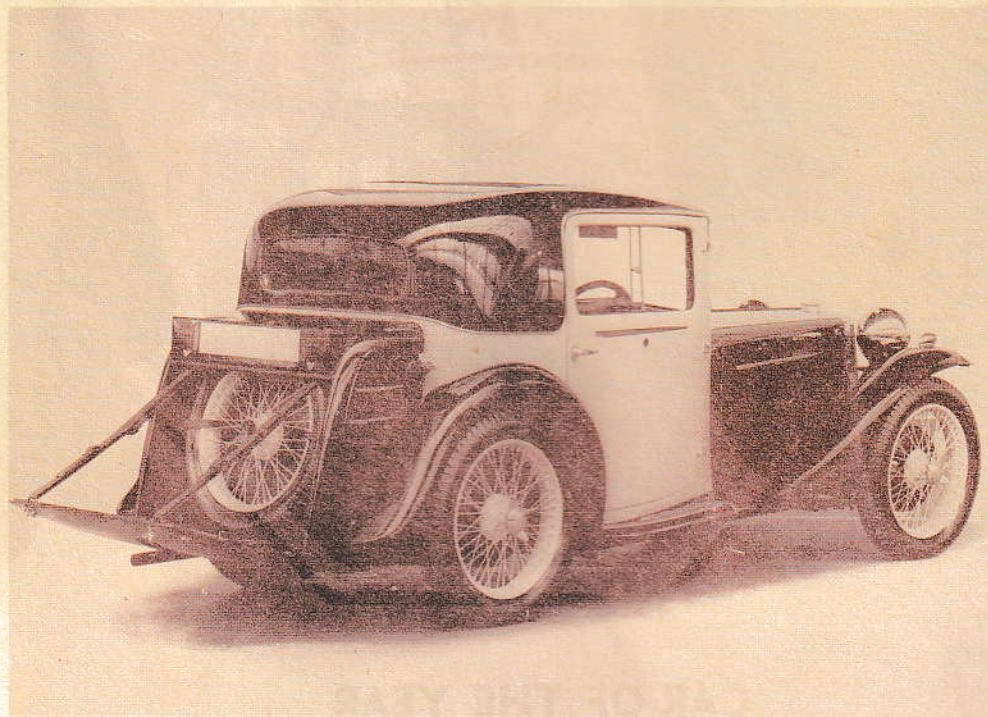
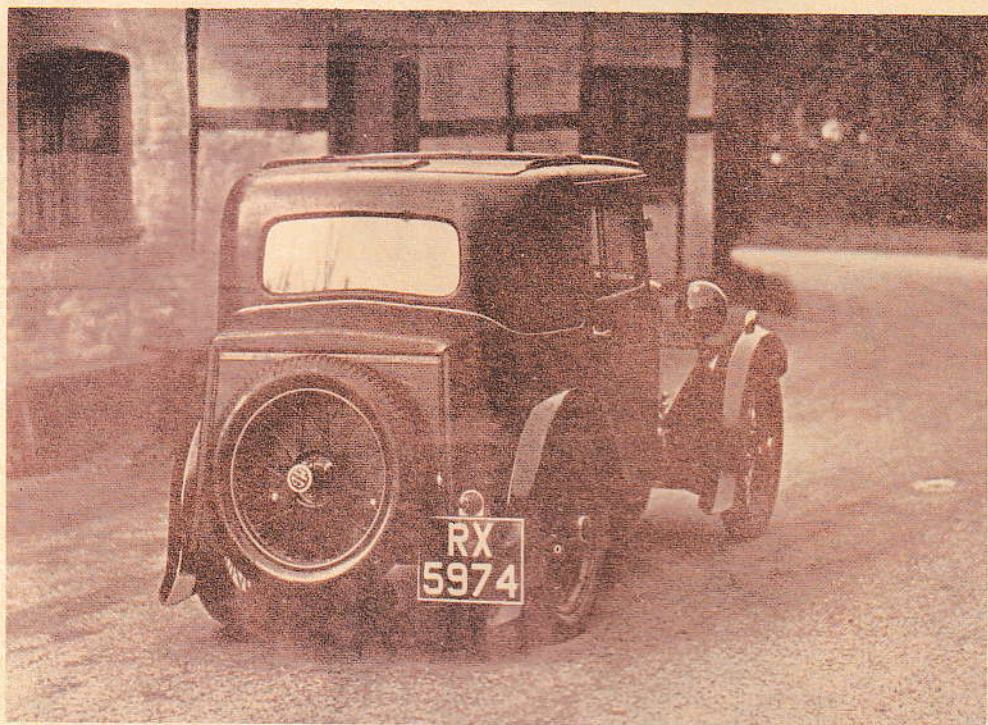




TRIPLE M REGISTER INFOLETTER



CAR OF THE YEAR



INFOLETTER No 42

MMM Mutterings from John Reid

Following the first edition of the new style Infoletter, which I hope you all enjoyed, I think it would be timely to remind everyone of the method of operation of this publication. All the information gathering and printing is done by Phil Bayne-Powell, who then hands it over to me for assembly into page order, folding and posting. U.K. members should send me six (and only SIX) stamped addressed envelopes; your last envelope will be marked with the fact that you need to send a further six. It is exactly the same for Overseas members, but only addressed envelopes are necessary (i.e. no stamps, these being paid for by the club).

One change I wish to make is to increase the size of the envelopes to 9½" x6½"; this will speed up the posting operation, allow the Infoletter to be sent flat, and allow me more time for rebuilding motor cars. Surplus envelopes of the old size will be returned in time for you to replace them for the next Infoletter.

The broadsheet of C.K.Spares' photographs and leaflets which Nick Sands (our librarian) has produced, is not included with this Infoletter because the two together exceed the 60g postage limit; it will be sent separately.

Please note that my correct address is 6 Lawn Road, Beckenham, Kent, BR3 1RH, and not as printed on the covers, which were done before I moved.

Photos opposite:

Top-

Contrasting Coupes - an M Sportsman's Coupe

Bottom-

An L Continental Coupe

Welcome to the new competition season of 1977. By now, with the Christmas feasting over, many of you will be looking forward to getting your cars out onto the road once more with that pleasure of real air in your lungs.

Andrew Smith is later giving us the results of last year's Car-of-the-Year completion which has been pretty competitive and will be giving us some future events to wet our appetites.

After last Infoletter's comment about Nev Churcher and his J3, he has now had to part with it; the new owner is Colin Smith who thus now has a J1, J2, J3 and a J4.

The first of the C-type rebuilds is now on the road, and it is not surprising that it is Dave Cooksey's car, for he seems to get things done at twice the speed of most of us. Dave brought the car to the last few Gomshall Natters, and I came back behind him last time. What an experience! The smell of Castrol R and the crackle of a 4-cylinder engine's exhaust was a real delight.

On a sadder note, we are very sorry indeed to hear that Reed, Yates in Texas has had a garage fire which destroyed his P-Type and his immaculately restored NB Airline Coupe. This car is the only other N-Type Airline Coupe besides my own, and was sold by the Bone Bros. some years back in a poor state. We are trying to help Reed build the car back to its previous glory, and naturally, if any member can help out with any Airline parts, they will be most gratefully accepted.

The other day I investigated the idea of steam cleaning as the K3 had collected a lot of salt from the December Brands Hatch meeting. Through my yellow pages I got onto a local steam cleaner, and that very day he came round with his equipment in his van. I'd got the car up on axle stands and once the steam cleaner was connected up to water and electricity, the cleaning began as soon

as the water had got hot. The cleaning is done at 800 psi emerging from the end of the spraying nozzle. A detergent is used to start with followed by the high pressure steam. A fair amount of water is generated on the steam condensing, and on a coldish day a lot of the steam 'cloud' obscures the car from view. From start to finish it took about an hour, and only cost £7 which I reckon is very worthwhile. If you can use the steam gun yourself, it would be preferable as you know better than anyone else awkward corners that you cannot normally get at.

Recently I've been trying to find somewhere to recondition road springs, and after being disappointed by Britannia Springs, Reading, I have found a good place in Sussex. They are Jonas Woodhead, Water Lane Industrial Estate, Stonington, Sussex. and promised to replace three main leaves in close up 4 eyes to their correct dimensions inside a week. They also have a place in London, at Cobbold Road, London N.

Tips and Hints

from members

When one is fitting new brake cables, you will find that the thread on the cable stop that bolts onto the back plate has a different thread to that in the back plate which is a Whitworth thread. It is best to drill the back plate out, so that the cable stop doesn't have to be screwed into the back plate, but is firmly held by the nut on the other side.

TDC Components (Kingston) Ltd., 14a Clifton Road, Kingston-on-Thames, Surrey, can make up Exhaust systems to patterns or drawings, and are currently offering 10% discount to members. For an idea of price an MGA system would cost £56, whilst a TC would cost £82.00.

Classic Number Plates, P.O. Box 3, Hadleigh, Ipswich, can produce the original pressed aluminium silver on black number plates that came in around 1930. Two shapes are available, 20½ x 4½ or 11½ x 8½. The price per pair is £7.75 with 75p for postage and packing.

To reduce the cost of having your chassis, axles and other underbody gear stove enamelled, try using an epoxy paint, which is currently used by the aircraft industry as a substitute for stove enamelling where hard wearing is required. It comes in various colours, in 2 tin packs for mixing as much or as little as you require in the proportions indicated. It dries dust free, ie. tacky in 30 minutes and hard in 24 hours. It can be applied by brush or spray and has a nice satin finish. It also goes a long way as 1 litre is said to coat a complete motor cycle and so far on an L-type chassis, axles, drums etc., I have used about half of a 5 litre tin. The chassis black epoxy costs £7.95 for 5 litres, epoxy primer £9.95 (5 litres) £5.95 (2.5 litres) or £2.95 (1 litre), coloured epoxy paints for general use cost £3.65 (1 litre) £7.45 (2.5 litres) or £12.65 (5 litres) with colours from black, red, green, blue to pastel colours of grey, blue, green. I have used about $\frac{1}{2}$ litre doing 5 wheels. Metallic colours are available as well as hammer finishes, engine enamels; infact nearly all the special types of paints that are suitable for restoring your MG. The firm is Armour Motor Products, 52 Evelyn Road, Bournemouth. Tel. 0202-519409.

John Wilkinson tells us that for balancing rolled rimmed wire wheels one can get self adhesive weights that obviate the old method of winding wire round the spokes. If this is done at home you will need to do it by trial and error in which case constantly taking the weight off and re-sticking them means that they will not stay on very long, so either fix finally with a new one in the correct position or use some temporary means of fixing such as tape or plastercine. Naturally at the wheel centre it can be all done for you.

Andrew Ritchie, 1 Malthouse Cottages, Tower Hill Lane, Gomshall, Surrey (Shore 2913) has finished his PA and has been campaigning it well last year; having got a ZB Magnetite which will soon be completed he is prepared to tackle body work including spraying for other members at about half of the commercial rate. So if you are interested, contact him now.

Ewan Harris sends us these points raised in Infoletter 40 regarding charging. "I think care should be taken to adjust the third brush position to limit the output to 10 amps max. I have found that commutator overheating can also be due to excessive shorting from the main bushes, these are also moveable. I adjusted their position in the following way:

- i) Adjust the third brush in the normal way.
- ii) Remove cover over brush gear.
- iii) Loosen the nuts on the top of the dynamo I think there two.
- iv) Connect an AVO meter or similar in series with the dynamo output, use 10amp DC range, so that output current can be accurately measured.
- v) Start engine, warm up, set speed to 2000-2500 r.p.m. on the hand control.
- vi) Carefully move the main brushes until the output current shown on the meter is at a maximum. The reason being that the most efficient pick up should also coincide with the minimum of shorting. Carefully tighten locating nuts.

Note; the optimum position is correct for only one speed. 3000 r.p.m. might be more realistic for most engines.

I also leave off the brush gear cover to help cooling.

We have to thank Rod Martin (I think!) for the following notes on assembling an N-type engine:- "As an amateur motor restorer I offer the following guide to engine assembly. If you have any comments, please send them to the editor and perhaps all my errors will be corrected eventually. An article of this type must surely have been written by more know-

ledgeable MMMers than I in MMM Bulletins, but having never seen a bulletin, I offer the following:-

A friend and I have recently reassembled an N.type after a rebore, white metal, crank grind, crank test, and balance job at a local engine recon. firm. The cost of this work alone was over £200 so we decided to do the Assembly ourselves.

A really professional restorer sends lists of bearing and bore clearances and torque figures to the engineers but the only information available to us was the bearing clearance page in Blower so a copy of this went off with the dismantled and cleaned engine components.

The block had been to Angell and Williams for a long frost crack to be welded and this of course involved heating the whole block prior to welding. A rusty scale had formed on the surface of the block and in the main bearing housing bores and this, plus some distortion made them well oversize when cleaned up.

The diaphragm bearing halves were therefore shimmed on the joint line to ensure perfect vertical location and good oil tightness, as these are fed from the bottom of the engine at high pressure. The fat cam MMM adviser was quick to reply to my letter asking if this was in order, but he suggested finding oversize housings as the only answer. The thin cam man kindly spent some time discussing this problem at Silverstone and said that it was sometimes done and proved satisfactory.

The engineers doing the job said that had done many engines in this way and had no further trouble with them.

We know of one 'N'-type engine with this mod. which is running well after 15,000 miles with no trouble.

After considering the cost and time to build up the housings by plating or metal spray we decided to try the housings as they were and attempt to inject Araldite into the space at the sides of the housings. A certain well known J2 owner has used Araldite to locate half shafts in rear hubs with success.

To return to the re-assembly, the crankshaft has five tapered, screwed plugs - some steel - some alloy, which give access to the crank oilways. The spinning crank centrifuges sediment out of the oil which builds up and eventually would restrict the flow of oil, which not only lubricates but also carries heat away from the big ends. Drilling and a chisel were found necessary to remove the plugs, inside the crank we collected a good tablespoonful of muck. Finding and fitting new plugs took ages, but we finally had some made locally and used Loctite to secure them.

The aforementioned diaphragm bearings have to be fitted to the crank and as they are not winched up tight in the crankcase, some distortion will have occurred causing elliptical shaped bearings. As the bearings are bolted around the crank, they are very tight, so high spots at the joint line were scraped until they only just turned on the crank, enabling them to be located correctly relative to oil and through bolt holes on assembly. Great care must be taken to locate the housings in the same positions as when bored and the front housing only lines up with the oil hole in one position. Tab washers and through bolts were fitted and when winched up tight, hey presto, the crank spun freely and floated endways beautifully.

Cleaning engine components is a problem. No doubt the professionals use trichloroethylene etc., but we used Gunk and hose finishing off with hot water to avoid instant rusting in bores etc. The rear main bearing housing was next and we had removed the key from the crank to enable the taper to be lapped. This key is $\frac{1}{4}$ " deep, so if you have to drill to remove it, be warned! Fine grinding paste was used and

soon gave an even grey appearance. We made up a new key and used a vice to press it home very tightly. This should of course be done before balancing, machining etc. The spigot location for the rear housing had also become enlarged and the fitter had sensibly dowelled it to ensure accurate alignment on reassembly. A thin cartridge paper gasket was used with Wellseal brushed on each surface first but oil drain hole cast in the crank case did not line up exactly with that in the rear housing so check your gasket oneeach face of the joint. Try the rear main bearing flange on the taper before fitting the rear housing and ensure the key locates on the sides and not the top. Keep turning the crank when the various parts are re-fitted to ensure no misalignment occurs. Bolt the rear housing on and wire the bolt heads where possible. Now for the trickl bit. The rear bearing flange must be very tight so fit the flywheel holding bolts - they are a tight fit and should not fall out when the flywheel is fitted - and tap into position. Ensure the cross holes in the crank nut are clear and winch up tight. A substantial wedge of timber just inside the crank case will stop the crank turning. Final tightening is covered in a recent infoletter (or yearbook?) but basically, set the front of the crank against something solid and give one blow on the end of the crank nut box spanner and then tighten again. Do this three or four times and then look at the cross hole positions. If you are very lucky this will be in line with the crank slot so fit an $\frac{1}{8}$ " dia. pin and bend the ends to locate it. If not aligned correctly, stop the crank revolving in the other direction, undo and tidy up the face of the nut with a fine file holding the nut in your hand to ensure even metal removal.

Fit the flywheel with the 1/16 mark upper-most and the crank set accordingly and tighten securely. If the castellated nuts do not line up with their cross holes swap them about or face up and wire tightly.

The clutch holding bolts can be put through the starter motor hole and the clutch which is also marked 1/6 can be fitted. If your engine has been balanced it is of course vital that all parts are re-fitted as balanced. Don't forget the clutch plate which should be checked for fit on the gearbox input splined shaft. The crank endfloat should be 0.003" (Blower Page) and this is adjusted by facing the white metal thrust ring, usually undertaken by the reconditioning firm. The order of assembly is bronze washer on crank, slotted face towards white metal front main in housing, thrust ring - slots to front of engine, steel washer-chamfered bore to rear of engine, shim where necessary, vertical drive gear, water pump - oil pump gear, pulley (gears and pulley keyed in place), starting handle dog nut.

The front housing was fitted next with a check being made on the small screws in the crank and housing which locate the bronze thrust washer and white metal thrust ring respectively. Another check was made on the locating screw for the front main bearing which is hidden under the dynamo. If this is not tight and sealed with Wellseal an oil leak can occur. Gasket thickness should be such that the dynamo position fore and aft gives correct alignment of vert. drive shaft. See Mike Allison's article in yearbook and Infoletter 26.

Balancing of piston and con rods is carried out by finding the lightest item and paring metal from the heavier until all weigh the same. The side clearance of the small end in the pistons that I had was too small so I suggest cleaning up each boss face with a small file and then use a scraper to give a small chamfer. Balance is carried out to the nearest dram (1/16 th. oz.) which is about the weight of two fivers, or one half penny coin for the impecunious. Turning from the skirt of a piston is usually easiest, but con rods are more difficult. The caps have two ribs which can be reduced but any surplus flash is probably the safest. Apparently pistons and rods are balanced separately with

appropriate bolts, nuts circlips, rings, pins etc. in position.

Pistons should be cleaned thoroughly in parafin and rings removed carefully and tried in their respective bores to check for clearances, .006" to .010" being acceptable. One circlip should be fitted. The gudgeon pin should be a light push fit and sometimes a very light clean up with emery is necessary. Con rod small ends should also be checked for fit. The process for fitting is first set the crankpin at 4.0'clock. Fit piston, marked front into bore and locate first ring. Push con rod up into bore taking care not to touch the ground surface of the crank as it is very soft. A tap with a big end bolt can cause a burr which will score the white metal big end when assembled. Locate the small end in the piston and press the gudgeon pin home. Fit the second circlip. Fit the next three rings at 180 degrees to each other. Turn the crank to B D C and holding big end bolts clear of crankpin, locate con rod on crank twisting slightly to avoid a burr on the con rod white metal. Fit cap and tighten gently. The crank becomes more difficult to turn and oil should be applied where necessary. When assembly is complete tighten big end bolts to 20lbs/ft. torque.

On my engine two con rods did not locate onto the crank as the side clearance of the small end was insufficient. It was noticed that the gudgeon pin bore in the piston was not aligned with the cast bosses so a small file was used to allow about 1/32" clearance. When 1/16" had to be taken off one piston boss we decided that something was amiss, so out came all the rods and pistons and off to the recon. firm. We found that although the big and small end bores were in line, the small end was offset 1/16". This apparently can be straightened so back home to re-balance the pistons and give a slightly larger side clearance to the small ends by filing off the piston bosses. Some of the gudgeon pins were also too long so were held in a pillar drill and faced off on emery cloth to keep the end face square. Circlips can be fitted with electricians

side cutters but can only be removed easily with decent circlip pliers. A small bearing scraper is very useful for numerous jobs such as chamfering small end brushes etc., etc., and a ring compressor can be made with a strip of steel about 1" wide formed to the circumference of the piston less $\frac{1}{4}$ " with two $\frac{1}{2}$ " tabs at each end. If the engine is supported at 45 degrees one can work on top and inside and also see small end position when fitting gudgeon pins.

FOR SALE AND WANTS

Paul Landell (Meadow view, Browns Spring, Pottton End, Berichamsted, Herts) has the following P-type spares for sale:- radiator, gearbox and P-type engine water manifolds (new) He has a PA cylinder head gasket to swop for a PB. He requires an M-type radiator core and shell, M-type body (any condition) to act as a pattern -provided it is early open 2-seater type, M-type (early) instruments and switch panel. Plus any help or ideas regarding the identification of the original registration number of his early M-type, chassis No 0434, which at present has no log book or reg. no.

Colin Symes (North House, Hayes Road, Bromley Kent.), has a complete set of original J2 swept wings and running boards for sale, in good condition, for £75.

Alan Simpson (Pennington, Chan-er Drive, Tylers Green, Penn, Bucks.), is in a position to offer a turning service to MMM members for one off or small batches of small turned parts, such as special screws, bushes, studs etc. for MMM cars, but he would require an accurate drawing or a sample to copy.

Robert Seager (021 455 0673, office or 021 353 5630, home.), has the following parts for sale for a PA:- a radiator with top and bottom tanks sound, but repair work required to the core; a complete bonnet with some repair work needed to the sides; 3No. 19" outside laced wheels; 4No. brake drums; a propshaft tunnel; and a dynamo bevel gear.

John Page (162 Britten Road, Basingstoke, Hants.), has a Ford-engined J2 that he is trying to bring back to original, and requires a prop shaft or new U.J.s; a dashboard with instruments; a steering wheel; and J2 engine or parts. He also would like a workshop manual and drawings for the body. (There are no factory drawings as far as I know-Ed.) John also asks how to remove the front spring pins on the rear springs (as these are pinned in with a metal dowel after being screwed in, these dowel pins have to be either drilled out or else can be sheared off by using a large pair of Steelsons in conjunction with a heavy hammer applied to the end-Ed.)

Per Gjerdrum (Broveien 3, 1315 Nesøya, Oslo, Norway.), has an F1 in need of the following parts: a complete windscreen, both side panels to the bonnet, a front apron, and a set of original door locks with handles.

From Australia comes an interesting new MMM member who owns an L-type that ran in two Australian G.P.s, unfortunately retiring in both due to engine failures. Used extensively in Hill climbs and Sprints during the '30s, and has got through about 9 c.w.ps to date! James Earl (181 Bay Street, Port Melbourne, Victoria, Australia) requires a L-type block and a rear wheel bearing carrier.

Helmut Klockner (Suhrenkamp 29, 2000 Hamburg 63 W. Germany.), is still in need of a J2 rear crankshaft nut, an intermediate rocker shaft stand and a dynamo. Can anyone help him please.

Rod Musgrave (5-7 Claskelgate, Lincoln.) needs the following P-type spares:- a flywheel; a clutch; a crankshaft flange; oil pump driving gear; front pulley; starting dog nut; front engine housing, twin breather pipes; set of oil pipes; oil filter innards; distributor. He has some PA spares for exchange.

Christopher Dew (Brookville, 21 Brook Street, Knutsford, Cheshire.), has an L-type wanting parts to build up an engine, especially a head and a block.

Tony White (Turle House, North Street, Somerton, Somerset.), has these parts for sale:- J2

swept wings, (N/S front and rears), tatty J-type doors, P-type windscreen and stanchions M-type clutch cover plate with no levers.

Tony requires a J2 windsreen with supports, a three spoked steering wheel, and one P-type push/pull switch.

Nev Churcher (Jamaica Cottage, Jamaica Place Gosport, Hants.), having sold his J3 would like to buy a running J2 or P-type. Nev has a lot of spares for disposal, such as gears, sumps, switches, handbrake knobs etc. It would be best if members would tell him what they require and Nev can then reply.

Ewan Harris (c/o 5 Elm Road, Newton Abbot, South Devon.), would like a 4-star, 8-bolt diff. cage; also a driving flange to connect with the propshaft.

Patrick Gardner (3 The Maltings, Goose Green Gomshall, Surrey.), is looking for a sound and original M-type, to try and persuade his wife to take an active part in MGCC events. Some work considered, but not a total rebuild job (the car not the wife!)

Andrew Goalen (Wayside Cottage, Brighton Road, Sway, Hants.), has a J2 that he needs a thrust bearing for the marles weller steering box.

C.B.Mateheus (40 Little Tixall Lane, East Haywood, Stafford.), would like the following J2 parts:- Bluemels Brooklands steering wheel, windscreen; oil pipe from sump to pump; cut out and fuse box type CJF 2; rain channel and wiring achannel from bulkhead to scuttle; good radiator shell; dynamo; rocker cover, running boards; swept wings; gearbox; sidescreens and headlamps. He has a few F-type parts to offer in exchange for the above wanted parts, such as a windscreen; original inlet/exhaust manifold; original bulkhead and accelerator assembly, as well as a few J2 spare parts.

Michael Nixon (25 Church Street, Maryport, Cumberland.), requires the following M-type spares:- wheels, instruments and brass panel, lights, and any body parts and wings.

Tim Hunt (79 St. Thomas Avenue, Hayling Island, Hants.), would be interested to hear

from anyone who has a 4-seater P-type body for sale, in any condition. Tel. Hayling Island 2737.

Arnold Studley (Charles Cottage, Lippiatt Lane, Shipham, Near Winscombe, Avon, Somerset.) is getting on with his ND (although it appears that Peter Green's car is the next ND restoration that we are going to see out, to join a certain cream ND that has now been around just about 10 years since its restoration was finished -Ed.) Arnold urgently needs the following parts to complete his restoration:- a K-type 3" black rev. counter, with zero at 2 o'clock, or will consider any near match, old or modern otherwise a P/N mileometer for the alternative N/K layout; also 6No. +60 new pistons, K-type switch panel with original switches, Magna 4-spoked 16" steering wheel, top plate for N-type, Rotax, dynamo, 5" N-type drop arm, 5" convex glass, 2" convex glass, 2" octagonal instrument bezels, 2" KN brown faced 160° oil gauge. He would swop the above wanted parts for these following parts, which are not for direct sale:- P/N rear gearbox casing, P/N pair rear axle stops, one P/N gearbox crosshaft bracket, P/N bonnet catches less handles and plates (I didn't think there was any thing else to them. Ed!), J/F new chrome Lucas torpedo side lamp, pair of Lucas rechromed dash lamps, remains of an N-type bench seat with fittings, P/N octagonal switch panel, pre-war Raydot spot lamp, similar to N-type, pre-war aero screen less glass, centre bar for Biflex headlamp, 16" road wheel C and F laced, brand new Royal 16"x 600 tyre, two 525x16 tyres under 200 miles wear. Arnold is looking for these back numbers of Safety Fast, April/May 1959 and May 1960, he will exchange these spare copies for them:- Feb to Dec 1967 less June and July, and April to Nov. 1968.

Graham Martin (99 Main Street, Baston, Peterborough.), requires a P-type oil pump and a Roots type blower and fittings. He has for sale some 8" headlamp glasses at 80p each including postage, also a virtually complete P-type rolling chassis (in bits) less engine

and diff. but with radiator and shell and bonnet, windscreen, some lamps etc. He would prefer to sell to a fellow member at about £200.

Ewan Harris (c/o 5 Elm Road, Newton Abbott, Devon, again!!), has for sale a new 7/41 cwp, 2 new HS2 (1½") S.U. carburettors minus pistons and dashpots, half shaft for a 4ft track car, fair F-type camshaft, 450x19 inner tube.

He requires an SU petrolift pump, two carbs, clutch toggle lever, distributor (base), good original camshaft all for his F1.

Keith Dalby (21 Harrison Road, Crofton, Wakefield, West Yorks.), has three spare wheels 19", that he will swop for the following items that he requires: J2 middle camstand, J2 exhaust manifold, set of J2 carbs and a sump.

M.G.White (Willow House, Ranelagh Drive, Bracknell, Berks.), has for sale 3 bucket seat shells (not original MG, but will fit a J2), a 4.50x19" tyre, virtually new, 3-spoked steering wheel, rechromed but needs new plastic. In exchange he would like a J2 N/S bonnet side, or a complete damaged bonnet if cheap; a 4.00x19" tyre with at least ¾ of the tread; J2 seats, original long battery with lid.

Warren Hocking (17 Leila Road, Carnegie 3163, Victoria, Australia.), would be very interested to hear from anybody with KN saloons or tourers with original bodies, also anyone who has a KN handbook or photos for sale. He also requires an original KN rooflight, a 2" 8-day clock, brown faced preferably, two N-type battery boxes and a 6 plug spare plug holder.

Larry Gage (Simcoe Lodge, 93 Frinton Road, Holland-on-Sea, Essex.), urgently needs a J2 engine, can any member help out. Telephone him at Clacton 812687.

Dr peter Tabb (The Old Coach House, Billingshurst, Sussex. Tel B'hurst 2931.), who owns a Jarvis-bodied F1 Magna, has these parts for sale: 4-seater P-type rear wings and running boards, doors, and many engine parts, including a head and block.

Barry Foster (25 South Street, South Pether-ton, Somerset.), requires the following parts: one N/S and one O/S half shaft and hub C/J/P etc.; 2 19" side laced wheels; 2 P/N pull on dash switches; a J/P electric wiper motor; a double roller crank front ball race (DMJT 1 $\frac{3}{8}$); an F-type gear knob; a P/L/N gearbox crosstube locking collar; a J rear head oil drain pipe; a J rad. core (or tank and frame); 2 fork ends for rad. tie rods; an oil filter element; a J1/F/D windscreen frame, or lower rail.

Helmut Klockner (Suhrenkamp 29, 2000 Hamburg 63, Germany.) also needs these parts for his J2: dynamo and two drive forks, 3 water manifold L-shaped clamps, a clutch cover plate, an oil pressure gauge and a J radiator with core.

Garry Stone (66 South End, Bassingbourn, Royston, Herts.), is looking for a D-type dash panel; an advance and retard rod; D-type wings brackets and valences; P-type 4-seater rear seat pan; A1 diff.; rear Luvax shockers, a P-type cylinder head; standard 57mm pistons and rings, preferably new, 4-seater rear wings (see Peter Tabb's ad. Ed.), sequoia $\frac{1}{2}$ " veneered wood for dash, octagonal sidelights; battery carrier; bonnet or hinge (the Complete Automobileist offers these -Ed.), good door lock covers; threshold plates; a plug holder.

In exchange/sell Garry has these parts to offer: M-type, camshaft, gearbox parts, front engine housing and bearer plate, new head/manifold C/A gaskets; D-type, bonnet and bulkhead; P-type, chassis, complete brake set, spare wheel carrier, doors, scuttle and bulkhead, front axle camshaft and housings, wheel bearing seals, new inlet and exhaust valves, s/h 57mm +30 pistons, trunnion boxes, bonnet catch mechanisms; J-type exhaust valves, new. Also available are 2 P-type seat back adjusters, re-chromed, new 4.50x19" Dunlops, M/D/J vacuum lucas windscreen wiper, re-nickelled, good, s/h door locks.

Gillian Rooke (Southview, Pilgrims Lane, Chilham, Kent.), needs a small ali. U-block that supports the prop. tunnel, shock absorber bolts (4No.)

Peter Robinson (64 Moor End, Spondon, Derby.)

is needing a P-type gearbox, an O/S windscreen bracket and a log book.

MMM Motor Spares Ltd (Timberley, Linnersh Wood, Bramley, Surrey.), offer members the following spares:-

P/L/J phosphor bronze trunnions	£1.65pr or £2.95(4)
Hardened steel UJ bushes for early propshafts	£4.40 for 4
M/C/D/J white metal camshaft bearings	£6.60 pr.set
F-type " " " "	£9.60 pr.set
P-type " " " "	£8.50 pr.set
N/L/K " " " "	£10.75 pr.set
Tulip inlet valves, to K3 pattern in 2i4N steel similar to KE 965 for K/L/N/P/J	£1.50 ea.
Original style bucket seat shells with propshaft cut-out	£20 a pair
New 8/39 crown wheel and pinion sets, (some 8-bolt fixing, rest 6-bolt, these latter suitable for replacement for the F-type's 9/43 unit),	£38
Payen cork rear axle oil seals	£1.75 a pair
New M-type PCN 0-80mph speedos with original rim mounted trip return lever	£19.50 each
J2 cranks are now well progressed, and if there are still any members requiring these, please write now . Don't forget that these will be fully counterbalanced, as the J4	£118.00 each
All the above should have 8% VAT added.	
The book MG World '75, now being a year away from the events is being reduced to £4 (no VAT) to clear remaining copies.	

MMM Competition Notes

Andrew Smith

Breif notes only in this issue I am afraid, as the time is stolen from my winter refurbishing programme on the PB. (The sacrifices your committee members make for your benefit!). However what I have been doing is getting some idea of my personal programme for this year and so far the list looks like this:-

March	13	Babdown Autocross
"	26/7	Wessex Trial (vscc)
April	16	Silverstone R.M. (VSCC)
"	24	Phoenix Trial (SE centre)
May	8	Chiseldon Driving Tests (SW centre)
June	4	Silverstone R.M. (SE.)
"	5	California Cup & Concours
"	19	SW centre Rally
July	9	Shelsley Walsh (VSCC)
"	10	Goodwood Sprint (SE)
"	30	Silverstone R.M. (VSCC)
Aug.	14	MG Beaulieu
"	28	Cadwell Park R.M. (VSCC)
Sept.	4	Wiscombe Hill Climb (SW)
"	10	Brighton Speed Trials
"	18	Brands Hatch R.M. (SE)
Oct.	15	750cc 6-Hour Relay Race -Silverstone
"	16	Cheddar (SW)
"	23	Midland Trial
Nov.	13	Black Horse Trial (SE)
Dec.	4	Brands Hatch R.M. (SE)
"	11	Kimber Trial

A notable absentee is the Bugatti "Classic" Hill Climb at Prescott, because at the time of writing, it seems that this will clash with our Whitsun Silverstone, which would be a great shame but leaves only one choice of action. I shall try and confirm this date and hope that in fact, it will revert to its previous first weekend in July, which is vacant at present. Another dubious date is that for Brighton' Speed Trials, which is traditionally on the second Saturday of September. However, it is bracketed by Wiscombe and Brands, and so if my guess is incorrect, there may be difficulties in September.

Before any of you exclaim "but I couldn't possibly tackle that many events!" I shall have to explain that I will certainly not do all of them either, as one or occasionally two competitions a month is as much as I feel to be reasonable. When they are listed, though,

an informed choice can be made from the various possibilities. Obviously, also, my choice is heavily biased to the south east of the country and someone living elsewhere would not be able to do a lot of these, but I offer my selection as a starting point, to be amended to fit your personal circumstances.

Finally, "something completely different"- the Car of the Year winner for 1976 is Richard Beresford to whom I offer my warmest congratulations. (and so do all of us, including those who have struggled in the lists to try and keep up with Richard's fantastic score, the highest that anyone has ever achieved. It used to be sufficient to get a score in the hundreds to win but certainly not now -Ed.)

CAR OF THE YEAR AWARD 1976

<u>Position</u>	<u>Car</u>	<u>Reg No.</u>	<u>Driver</u>	<u>Points</u>
1	J2	1079	Richard Beresford	135
2	J2		Len Bull	122
3	Ls/c	72	David Taylor	118
4	K3	300	Phil Bayne-Powell	116
5	J2	3	Mike Hawke	103
6	PA		Andrew Ritchie/ Patrick Gardner	92
7=	J2	415	Robin Smith	63
7=	KN	815	Martin Warner	63
9	J2/4 s/c	6	Patrick Gardner	59
10	M		Bryan Bowles	55
11	ND s/c	162	Phil Bayne-Powell/ Patrick Gardner	48
12	NA Crestal	1270	R.J. Bishop	37
13	J2	503	Nick Sands	33

<u>Position</u>	<u>Car</u>	<u>Reg. No.</u>	<u>Driver</u>	<u>Points</u>
14	NB	372	Barry Linger	30
15	M	1305	Mike Hewson	26
16	NA			
	Allingham	691	Rosemary Bayne-Powell	23
17	L	870	Bryan Bowles	9

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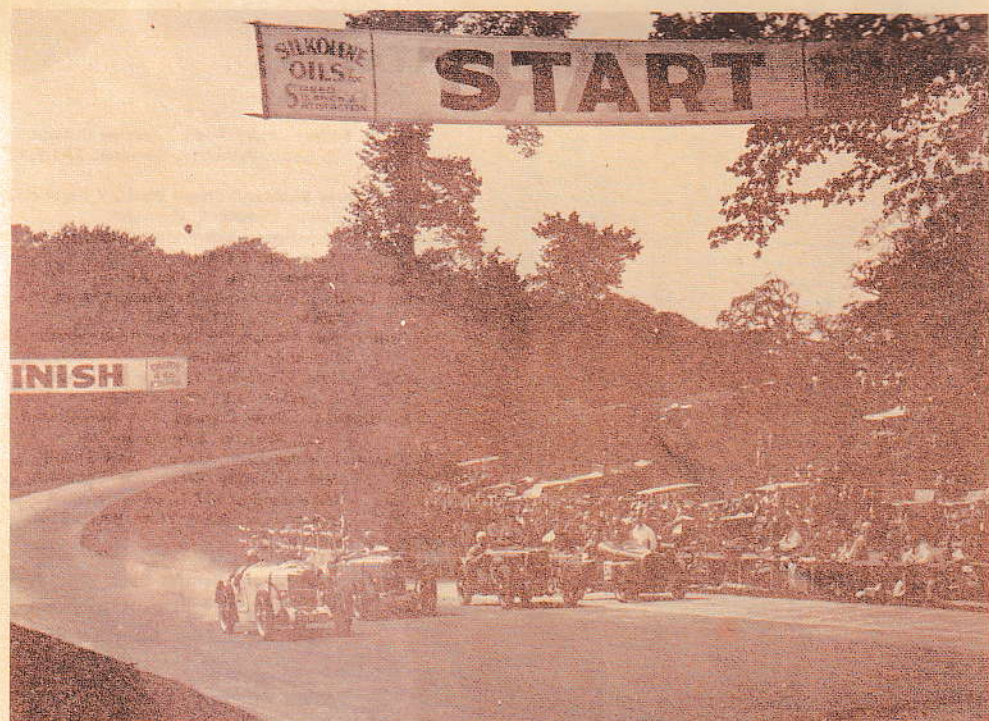
Photos Opposite:

Top-

Donnington 13th May 1933 Race 1 Sinster, Derrington & Eastwood in their J2's

Bottom-

'You can do it in an MG' - C.A.N. May possibly at the start of Crackington 1938 Experts Trials



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and: Mike Hawke, 117 Upper Westwood, Bradford on Avon, Wilts, BA15 2DN.

Devon and Cornwall

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