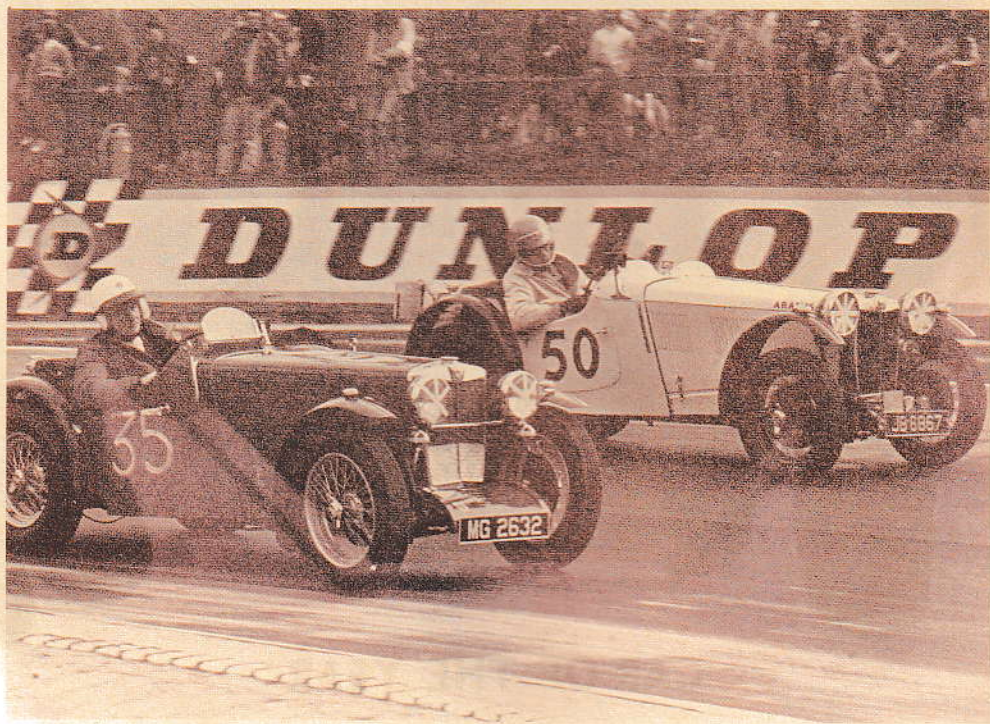
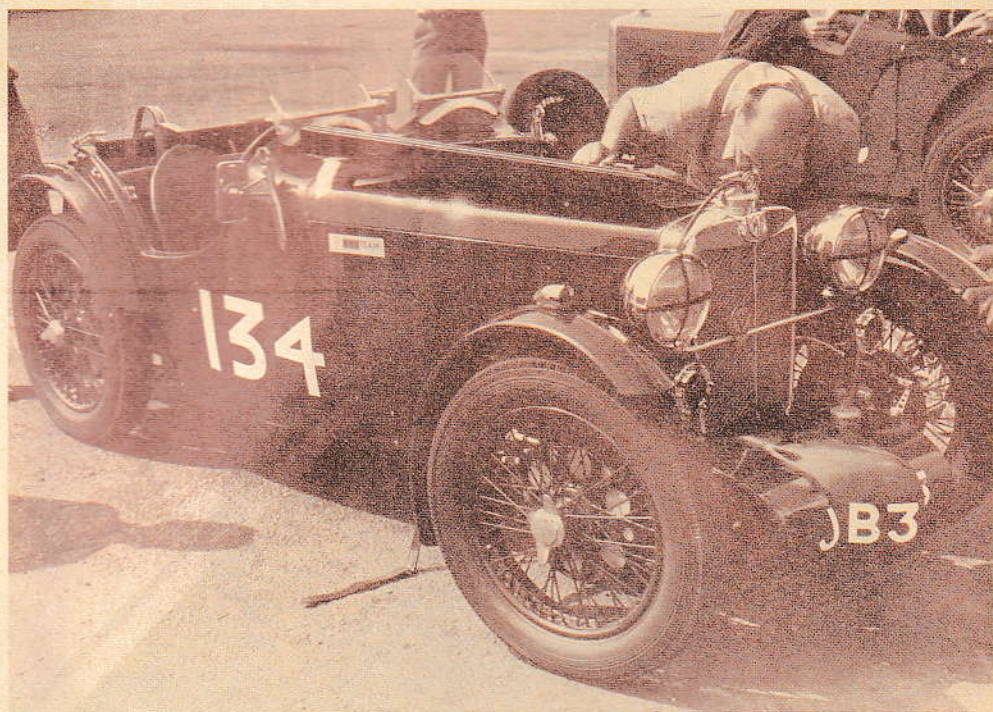




TRIPLE M REGISTER INFOLETTER



CAR OF THE YEAR



MMMusings from John Reid

The other day I was reading an ancient book on the motor car, and came across the following comment in the introduction: "Like a horse, it requires a certain amount of regular attention, and if it receives that attention, it can be relied upon to do its work well and reliably, and seldom to need repairs or replacements"..... which is all good stuff, and no doubt true, but infuriating to read when one has a garage full of dismantled car definately not receiving regular attention. I conclude that I should be really a member of the 'trickle rebuild' school, rather than the blow it all to bits and start again from scratch school. Such a topic makes for a good Natter argument.

An interesting recent registration is Gerry Horrox's F-type, which has a 'mysterious Body' to use his words. The chassis file shows the car to have been bought as a rolling chassis by a Mr John Cooke of St Annes on Sea, who then took it to Merigold Bros. They would appear to be coachbuilders--does anybody know who they are, or their address? The construction of the body is aluminium panels on an ash frame, with doors similar to the Jarvis body. Phil has a Jarvis F-type, so I've sent the photos to him for possible identification. (It does seem so be a Jarvis from the photos, but I hope to see the beast personally to confirm-Ed)

Last week Malcolm Newman and I went to watch

PHOTOS OPPOSITE

Top- Eric Tieche looking for gremlins in the J4

Bottom - John Reid in 'Aramis' duelling with John Wilkinson's blown J2 at the April Brands Hatch meeting '74.

at the Vscc Shelsley Walsh meeting, which was very entertaining with MGs being well represented. Phil Venables' MG Lester L-type Special was a new car to me, and sounded nice. Mike Edmondson had entered his ex-Evans Q-type, looking smart in its new blue paint. Colvin shared the driving, and climbed in 40.9 secs compared to Mike's 50.2, which shows who owns the car! To put Colvin's time in perspective, it was the same as the Lightweight Special (750cc), and only 0.5 secs slower than Marsh's ex-Seaman ERA and the Appleton Special, and showed a clean pair of heels by 4.7secs to Moores' ex-Kay Petre blown 750cc Austin. (He also is the fastest o.h.c. MG that has ever been up here as apparently the Eddie Hall sprint car was seconds slower! Ed.)

Peter Cranage drove with enthusiasm in his NE Replica, and it was nice to see the Le Mans M-type in operation. Many of you will know that Lewin Spittle, the owner of the car, died very recently, but it was his wish that the car should be driven at Shelsley, his request being carried out by Mr W.J.Riley, who helped Lewin complete the rebuild. The car is now to be cared for by Lewin's son-in-law.

To end with, a reminder that postage is now 7p or 9p depending on how eager you are to receive Infoletter, and thanks to the one and only thoughtful gentleman who sent in some ½p stamps when the rate changed. He deliberately sent more than necessary, so other members will benefit by his action.

Please note my correct address is 6 Lawn Road, Beckenham, Kent. Now over to Phil.....

Editorial

by P.B-P.

Things seem to have been happening in quick succession lately, with MG Silverstone closely followed by Vscc Oulton Park to which the K3 had its first introduction, and then the 70th Anniversary of Brooklands, and with the Goodwood Sprint coming up, there seems to be barely enough time to get things sorted out before the next event.

The Silverstone Race meeting was well attended

and I think we did very well to field about 24 cars for the pre-war race. (It used to be called the Triple-M race, until they invited the SVWs and Vintage lads to fill up the grids). As nobody has seen fit to write this event up, I just hope you were there to appreciate the weekend, as I'm not going to write Infoletter all myself, as virtually happened with the last one. There are many members who come to these meetings in modern cars, so let's see you do just a little bit for the Register, and this means YOU-not the other chap. If you don't attend meetings, let me have a short MMM article from you. If every member wrote just one article a year, we would have a marvellous Infoletter and Yearbook. It is up to you.

The Oulton Park meeting was very pleasant, and relaxing, with five interesting corners that really needed sorting out. Mike Rushton's M-type managed a second place in his handicap race, and Peter Cranage got a third place on handicap in the Seaman race. The K3 got a 6th and a 17th! and managed to get under 1m 30secs. It was nice to meet John Goodacre of PA single-seater fame, back from yet another trip to Russia, also Ray Masters and Geoff Monk recalling how their Q-type came about.

The Stiles F-type did make Silverstone as promised, but not under its own steam (it was trailed!), mainly because of various troubles in trying to get it going - on the Thursday night it was leaking water, oil, and petrol! On top of this the engine was still stiff, and would only start when towed, despite having a new, long. battery from Steve Dear. We did manage to stop the water leaks on Friday night at Silverstone, after straightening out the bent plates and using plenty of RTV 'instant gasket'. We had removed the Petrolift pump as it didn't want to lift petrol, but the new pipework hastily fitted under the chassis with an SU pump was causing the leaks.

Regarding the Petrolift, which was originally fitted to F-types, D-types and early J-types I believe, the principle is quite simple. It

basically consists of a metal cup rising up and down a vertical tube. A one way valve is fitted to it, so that on the down ward stroke the petrol flows into the cup but cannot flow out as the cup is lifted, electrically, to the top of the unit, from where it flows out and down to the carburettors under gravity. The petrol feeds into the bottom of the pump- or rather should do- caused by the suction of the rising cup. I managed to get the cup clattering up and down, after I had undone the main body of the pump and cleaned up the contact points, but there was no way that it would pump up petrol from the petrol tank. I even tried fitting a priming device so that I could fill up the feed pipe into the pump, but there was no better results. I then resorted to an electric SU petrol pump that most of us rely on, but that would not suck up the petrol either, so it had to be eventually mounted down under the body by the chassis rail.

Has anyone had succes or similar failures with these Petrolift pumps, and if so please let us know how you succeeded or failed.

Colin Tieche recommends adding Fernox to your water to keep it as clear as when it went in as well as reducing furring and corrosion. His J4 is now rapidly coming together again and he is taking it on holiday to Scandinavia in a weeks time, with full touring equipment and luggage rack on the back. Sounds as if he has an exciting trip ahead of him.

Generally speaking, I don't think there are many Concours fanatics in the MMM Register, most people entering their cars as they are in goog condition as a result of a recent restoration. As most MMMembers use their cars at other times, they tend to get slightly 'shop soiled' and over the years less of a car to enter for concours; the more the car is used the quicker it gets these chips in the paint and other knocks. K3003 was in pretty good shape in '75 when it was just finished, but now it is beginning to show signs of the two years it has been used on the road and track.

I think a lot more people would enter Concours if these were not geared to newly restored cars or cars that only came out for these events. So why not have two prizes, one for the immaculate car and another for the many MMM cars that are regularly used but are not so pristine. It would also help to encourage the latter owners to try and gradually improve their cars in the originality and mechanical condition sections. Another thing that would be useful, in addition to breaking down the points into the three sections, would be to know exactly which items were found to be wrong. If the owner was present when the judging was being carried out, perhaps we could persuade the judges to tell us the items that lost the points. Mike Ellman-Browne tried to get concours competitors together at Silverstone to discuss the future of concours, but it wasn't too well known.

Please can we have letters from MM Members for future publication in Infoletters as a kind of Forum for your opinions.

Letters from Members

Dear Phil,

I've got several items of interest for the Infoletter, one a personal anecdote and the other a technical tip

The 6-8th May was our annual Texas MG gathering at the Stage Coach Inn in Salado, Texas. It is quite a scenic and historic spot, and very conducive to MG mania. Salado is approx. 200 miles south of Denton on Interstate Highway 35, and is normally an easy 3½ hour drive. This year I drove a newly acquired NB 2-seater, NA 0826, which came to reside here in Denton from New York on April 8th, only a month before. Armed with the knowledge that if I looked for any mechanical problems, I would surely find them, I steadfastly refrained from checking the rear hub seals, bearings fore and aft, or any of the thousand and one important points on the cars. I did take the precaution of driving the car daily, covering about 500 miles, in the hope that if anything was going to break it

would do so before I left for Salado.

Thus, secure in my ignorance, we duly departed on May 6th, equipped with a battery charger and jumper leads (dead dynamo) and ten quarts of oil since the engine had begun to demonstrate a ravenous appetite for oil, by blowing it out from both breathers (nonexistent rings). Well it was nip and tuck all the way. Not only did the lack of effective rings cause oil to flow like rivers from both breathers, but the resulting lack of compression allowed a peak RPM of 4000 and the nearside breather empties directly onto the exhaust pipe, which caused billows of white smoke to waft through the cockpit. In all, 2½ gallons of oil were consumed on the downward journey.

At this point, I must say that on arriving at Salado, I was very disappointed with several of the other club members, two of whom towed their cars (TDs at that), and one whose TC remained at home because one cylinder showed only 20psi compression. I doubt that all six of mine would total 20 psi compression!

At any rate, the MMM baner was upheld, my foolhardiness was made evident, and a tremendous time was had by all. And Na 0826 was named best Vintage of the meeting -by virtue of being the only pre-war MG at the meeting. There are several others, but to their shame they all stayed at home.

The return trip was even more eventful, a total of 4 gallons of oil being flushed through the engine and much polluting white smoke being released into the clear Texas skies. She sits patiently now, awaiting the decision on a complete teardown or just a ring job. The former is more likely.

Tecnical tip; those brass or cork rear axle shaft seals really don't seem to be very effective in stemming the flow of oil from the diff to the wheel hub. I obtained a simple stock rubber O-ring which is a snug fit on the axle shaft and inthe bore normally reserved for the brass or cork seals. Careful measurement located a section on the half shaft at which point a batch of epoxy glue was to be mixed and an epoxy 'babbit' was poured. 6. The half shaft was

thoroughly cleaned in the area to be epoxied, and roughened somewhat to better hold the epoxy 'babbit', the purpose of which is to locate the O-ring securely in the bore. Narrow strips of poster board were wrapped around the shaft to a height of about $\frac{1}{8}$ " and about $\frac{1}{2}$ " apart and secured in place with tape. Into this reservoir around the shaft the epoxy was laid, being careful to rotate the shaft slowly so that the glue did not drip off. Lastly a wide piece of tape was applied over the top to negate the need for constant rotation. When thoroughly hardened, a groove for the O-ring was machined in the epoxy and the O-ring inserted. The resulting fixture allows no oil to pass, so you must grease your bearings well yourself. The O-ring can be replaced at will.

sincerely yours
Reed Yates

Dear Phil,

Cheddar 15/16th October

Can you please give the above happening a hefty plug in the Infoletter?

The plan is, to have the first ever MMM (annual) dinner on the Saturday evening in the Cheddar area (I have several ideas for the location), followed by a committee meeting on the Sunday morning from 10 till 12.30, with the tests in the afternoon.

The advantages of my field are 1) it is pretty level, and I have been religiously cutting the whole $1\frac{1}{2}$ acres with a gang mower, making the resulting surface like a cricket outfield, and 2) the field is right opposite the house, so that the committee members can park their MGs in the concours, and stroll back for the committee meeting without any upheaval or transport problems.

We have an outside loo in the yard, so that there will be no problem for the ladies, and best of all, there is a proper caravan and camping site about 400 yards away, where they also have some chalet accomodation for bed and breakfast, fortunately out of site of the MG field.

If I have enough enquiries, I will negotiate some favourable bulk terms for members with the

owner, whom I know reasonably well.

My idea is to put a ceiling on the dinner party of around 40 or so, so that one of my favorite local pubs can put on a good spread which will be cheaper than a restaurant or a country club.

Whilst the Concours and Gymkhana is open to the T-types and SVWs, I feel that the dinner should be strictly a MMM affair.

Please ask people to send me a foolscap SAE for regs and details of the dinner and concours, and of course accomodation for the Saturday night.

I hope to enter August Prescott and Brighton Speed Trials, so may see you there...

best wishes

Steve Dear

This sounds like a jolly nice weekend and let's hope that you will all try to be there. The addressto write to is River Farm, Clewer, Nr. Wedmore, Somerset. -ED.

Dear sir,

Once more on the subject of charging. Ewan Harris (Infoletter No.42, page 5) writes: 'adjust the third brush in the normal way' - so we turn to our friend Mr Blower, page254 and read 'it is very important that the charging rate must not exceed 8 amps, with all the lights off'.

So far so good, but do we all realise that the dynamo output, for a given third brush position, depends on a) the state of charge of the battery, b) the engine RPM, and 3)the condition (the 'goodness') of the electrical connections of the charging circuit?

The dynamo's out put is highest with a fully charged battery.

The dynamo's output is max. at an RPM of 1500-2500.

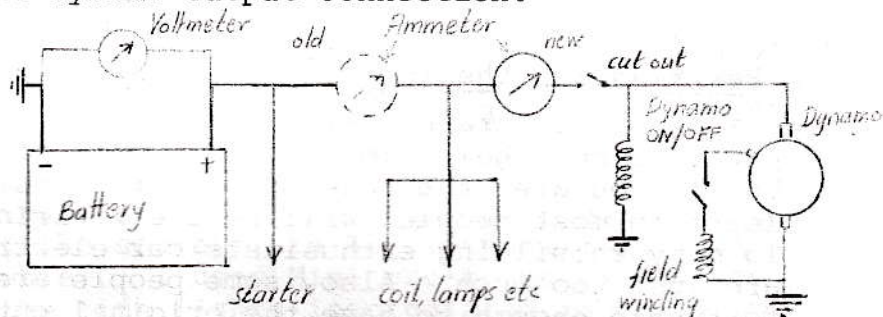
An increase of only 0.2 ohms in the resistance between the battery and the dynamo (which could be caused by a deteriorating contact between the battery and cable terminals) gives an increase of about 50% in the dynamo output.

So when adjusting the third brush you should
a) make certain that all the electrical connections are 100%,
b) switch off all the lights,
c) use a completely charged battery, and
d) rev the engine at the RPM which produces the highest current.

Now that we have limited the output to a safe figure, we need something to keep watch over our precious little dynamo during the actual running of the car.

With the ammeter connected in the orthodox way it indicates the current flowing in or out of the battery. This is the difference between the dynamo output and the current consumption (coil, side lamps etc.)

But what we want to know is the dynamo current, so I suggest moving the ammeter directly into the dynamo output connection:-



With the ammeter in the new position, there are 3 possible readings, 1) a positive current, less than 8 amps - all is well, 2) positive current more than 8 amps - switch off at once and check the electrical connections, and 3) negative current - cut-out points are sticking, again switch off at once.

To monitor the battery (charging it too little you'll end up pushing the car - charging it too much will destroy it), you could install a modern car voltmeter and use the dynamo OFF position on the PLC switch - or a separate switch - to disconnect the dynamo when the battery is sufficiently charged. (as indicated on the instrument).

Does any member have any comments on this? So please let's hear from you and don't let those battery and/or dynamo rebuilders get too rich.

P.S. On a J2 you could use the not too expensive clock-faced voltmeter produced by Smiths and install it in one of the de luxe instrument positions. (Smiths battery condition meter-ref No. KP 9300/00, price about £6.)

respectfully yours

Kid Neyt

Tips and Hints

from a member

Chris Dark is the only one to have any tips this time - where were the others ?? He has found an enthusiastic firm of metal platers and polishers, whose foreman used to work for MGs. They are Langley Metal Polishers, Unit 5A Crawley Mill, Witney, Oxon. Tel. Witney 72671. He needs for his N-type a front spring leaf that goes just under the main leaf.

Rewiring for the Tyro

by Nick Sands

Some people are not silly enough to try to put together their old MG from a pile of bits. But if you are, then one of the problems, at least to most people, will be the rewiring. To many rebuilding enthusiasts car electrics are just too much. Also, some people are fortunate enough to have the original cut-out and ignition switch in their kit of bits, so when you ask them what they have done about their rewiring, they just smugly say, " Oh, I just followed the wiring diagram" - which is not much help.

But there are one or two snags if you do this. Obviously, the first is that you must have the original cut-out and ignition switch, which nowadays are extremely difficult and expensive to get hold of, and might be of very dubious electrical and mechanical efficiency. Even so, there are no provisions on the diagram for stop lights (to give the person behind you a chance) or indicators. Personally, doing a right hand turn in the rain, at night, on a busy road with no indicators is my idea of really living dangerously. You still have the problem of how to dip your

lights, as per modern regulations. Also of course, the original system is rather quaint, in that you only have high and low charge position on the switch, thus making only limited use of the charging facility to look after your precious battery. So if you have a fetish for originality at any price, stop reading now. I therefore put forward the following system with the following claims, a) it really works, as I have now rewired two cars with absolutely no problems; everything worked first time. You can then enjoy your MMM motoring with complete peace of mind, b) the items don't look too different from the original, c) the main components are brand new, reliable, with a year's guarantee, and by today's standards very cheap - outright sale price of the regulator is about £9, but with part exchange, say for one from a breakers, is just over £3! d) it really takes full advantage of all the improvements in car electrics over the last 40 years, with subsequent benefit to your battery, an expensive item nowadays.

The diagrams on the accompanying sheet to the Infoletter give the general layout, and the items you need are as follows:- the cut-out is Lucas RBO6/2 12v 287437 182, and the ignition switch is Lucas PLC 6, the fuse box is Lucas SF4, the flasher unit is Lucas FL51(35020), the wires are Ripaults PV376/1 28/.012, the pop-in connectors are SS3, the sockets are SS2 (single) and Lucas 850641 (double). I used Mini pre-focus reflectors which have the side lights incorporated in the main reflector. This has the advantage that when driving at dusk with only side lights on, the other driver can easily see the large area of light and the indicator bulbs can be put into the side lights, the bulb itself painted orange. (This may not be legal, as I believe the front side lamps must be within 6" of the outside of the car. -Ed.). There still remains the problem of how to arrange the rear lights neatly, but that is up to you. It is perhaps worth mentioning that it is a good idea to have individual earth runs from the lights, taken to earth on the chassis (25). If you rely on the component itself to make the contact for the earth, soon corrosion takes place, causing flickering lights.

The one tricky bit where you might need outside help which you need to do anyway, whichever system you choose for rewiring your car) is to get a friend who has an AVO meter, so that you can adjust your dynamo output. (See letter from Kid Neyt above- Ed.) You need

not worry too much about this, as once you have done it you will save having to bother him every weekend for at least two months!

Wire No.	Route	
	From	To
1.	Battery/Starter Switch	Ammeter terminal
2.	Ammeter terminal	'A' Control Box
3.	'Al' Control Box	'A' Ign. Switch
4.	'IG' Ignition Switch	Pump/Coil/Fuse A &B/ Ign. Warning
5.	Dip Switch MAIN	Headlamps MAIN
6.	Dip switch Dipped	" Dipped
7.	'T' Ignition Switch	Side & Dash Lamps
8.	Horn push	Horn
9.	Ignition Lamp	'D' Control Box
10.	Fuse A (35amp)	Wipers/Indicators
11.	Indicator Off-side	Off-side Ind. lamp
12.	" Near-side	Near-side " "
13.	-----	-----
14.	'T' Ignition Switch	Dash lamps
15.	Fuse A (35 amp)	Stop lamp switch
16.	Stop lamp switch	Stop lamps
17.	Fuse B	Horn
18.	'Al' Control Box	Fuse C (35 amp)
19.	Fuse C	Terminal Post
20.	-----	-----
21.	Coil terminal CB	Distr. terminal
22.	Dynamo output	'D' control box
23.	Dynamo Field	Fuse B
24.	Fuse D (5 amp)	'F' Control Box
25.	All Main Earth Runs	
26.	-----	-----
27.	H Ignition Switch	Dip Switch
28.	Flasher Pin L	Indicator Switch

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Chassis Files

by Nick Sands

In the days when your cherished o.h.c. MG was brand new, the lucky first owner had a small white card to fill in, which was sent back to Abingdon, as part of the guarantee procedure.

This was put in a manilla folder, neatly marked with the chassis number on the outside, to join a slip of paper pasted on the inside detailing the engine number, colour, in some cases the gearbox number, dynamo number, and other sundry information. Most of the racinr models' files did not have a white card for guarantee registration however.

Thereafter, copies of all correspondence sent to the owners were filed away along with letters dealing with complaints, such as four blue wheels and one green one (it did happen!) and servicing requirements and modifications. It was far more common in the '30s to have ones car sent back to Abingdon to be serviced, and details of this were also duly entered in the file. If you had a particularly troublesome car, and preferred the MG factory to carry out the work, quite a thick wadge of paper could accumulate. This carried on with various degrees of completeness until the late '40s, by which time many cars must have been tenth hand, and the MG Car Company had very few spares to offer anyway, so there wasn't much point in writing to the factory. Considering all the cars that had been made, it is not hard to visualise the absolute mountain of, by then, useless paperwork that had accumulated. This hung about the factory with odd bits and pieces getting lost, until it was decided to throw the whole lot out. Fortunately, the value was realised, and prompt action by Mike Allison resulted in the entire lot being presented on permanent loan to the MG Car Club, who stored it in the club offices at Abingdon, where only the occasional visitor stirred the dust.

The closure of the Club offices last year, caused by Margaret O'Brien's retirement, resulted in all the club paraphernalia being transferred to Houghton. This chaos is slowly being brought back to order, and enquiries into the records are now being promptly attended to in a very efficient manner by Syd Beer, with the help of the local natter members.

But if you write enquiring into your car's

past history, be prepared for a possible disappointment. If your car's file hasn't been lost, there is still a fair chance that there is next to nothing in it. Nevertheless, if your car is numberplateless, or bodyless, it is well worth the effort to write, quoting the chassis number, as there is just the chance it could have been a 'works' car, or even owned by a famous person-but don't forget to include your membership card number and a SAE with your enquiry.

FOR SALE & WANTS

John Ravenhall (6Sheepy Road, Atherstone,Warks.) requires for a 1932 F-type, any 12" brake parts especially backplates, radiator shell and core, twin humped scuttle, bonnet, any bodywork, 19" side-laced wheels, N/S rear hub and cap, wiper motor. For a D-type he requires a steering wheel, spring trunnion caps, seats and mudguards.

Dick Morbey (17A Stewrts Way, Marlow Bottom, Bucks) has just got a load of door rubber wedges, that fit into those half round cups when you close the door. He paid 5p each for them and would be glad to pass them on to members at this price as long as they pay postage.

Ray Masters (78 Derby Road, Heaton Moor, Stockport, Tel. 061 432 0630) requires an L/K-type clutch. All parts are needed, but particularly the aluminium cover plate with the fingers. Good price paid.

Ian Hallett (Bullwood, Wisborough Green, Billingshurst, W. Sussex. Tel Wisborough Green 659) wants a J1 or J2 chassis, condition not really important; to be bought outright or exchanged for parts he has. He has a pair of s/hand swept front wings for a J2, which he would sell or exchange.

K.W.Bakin (26 St. Saviours Close, Retford, Notts) needs a J2 engine complete with dynamo, starter, carbs, manifolds etc.

John Hirons (98 Hailey Road, Witney, Oxon.) wants for his N-type a cylinder head, 2 No. 18" side laced wheels, clutch operating bearing sleeve, oil pump drive gear, complete oil pump or gears. He will exchange for these parts he has an L-type cylinder head, 2 No. 19" side laced wheels and an 18" centre laced wheel. His Tel. No. is Witney 2356.

Nick Sands (adress at back) has a tatty N-type speedo for sale, and a J-type front oil drain pipe.

Paul Knowles (2 Frognall Cottages, Grove Road Wickhambreaux, Canterbury, Kent. Tel Canterbury 62201 Extn. 26.) has just joined the Register and needs some J2 parts such as a N/S door, a set of 8" cable brakes including drums, back plates, brake shoes and levers to replace the present hydraulics, radiator tie rods and ends petrol tank and fuel lines to bulkhead, cut-out box, battery cradle, 4 body U-bolts and castings, rear body mounting brackets. He has for sale or swap for the above wanted parts a J2 rocker cover, 2 19" side laced wheels, 6No. 16" centre laced wheels, some rebuilt, all excellent, 2 No. 6.00x16" Town and Country tyres and 4 good road tyres with plenty of tread. (a complete XPAG engine with rebuilt head, rebored, needing regrind if anyone Wants,

J.K.Padden (99 Wensley Drive, Leeds, Tel No. Leeds 692500) requires these N-type parts, a fuel gauge with warning light, any condition, or an alternative gauge which he could modify to suit, seat adjusters for bench type seat, petrol cap cut-out cover, rear dumb iron, side screens or pattern to copy.

Ken Appleton (88Bicester Road, Kidlington, Oxon) has for sale 4No. 10" hydraulic brakes, complete with drums etc. He wants for a D-type a 6 or 12 volt dynamo in any condition, a 1" or 1½" SU horizontal carb, 19" side laced wheels, short part of

propshaft that slides on the splined end.

T.S.Lightfoot (92 Greenhaven Drive, Christchurch, New Zealand.) needs these J2 parts, a cylinder head, top water manifold, valve guides, camshaft, rockers and bushes, cam bearings, outer sleeve and bearing for vertical drive shaft, rad badge, headlamps, thrust bearing for the clutch, a rocker cover information plate, and valves.

R.P.Vargyas (15 Grecian Street, Maidstone, Kent) is looking for a pre-1937 MG. He would prefer a J2, but any car considered in any condition. Please Telephone Maidstone 678678 after 6pm.

Tony White (Turle House, North Street, Somerton Somerset) has a set of 6 57mm Std. Standard 8 pistons, very suitable for high compression MMM cars. He has recently purchased a 'very nasty' PB and so is willing to sell his J2 kit of parts as well as some F-type parts which would make a good rebuild for someone keen enough.

Brian Rhead (25 Leylands Park, Burgess Hill, Sussex) would like for his J2 a set of gears and spacers to fit on the crankshaft, i.e. oil pump and dynamo drive, also a flywheel retaining nut, good radiator shell, rear camshaft support (bronze) with cap, and intermediate rocker shaft supports.

Ewan Harris (c/o 5 Elm Road, Newton Abbot, South Devon) still has the following for sale, a new 7/41 8-bolt c.w.p. £15, a half shaft for a 4ft track MMM car £1.50, two new 1 1/4" SU carb bodies, HS2 £2, bent 4-star diff. cage for postage cost only, an M-type distributor base and drive £2, and a nearly new 4.50x19" tube 50p. For his F-type, Ewan would like a distributor base and drive, two original carbs and linkage, complete Hobson Telegauge system, and a good original camshaft.

Robin Mace (The Old Farmhouse, Winnersh, Nr.

Wokingham, Berks) has for sale a 1930 M-type body frame, completely refurbished with new wood where necessary, including floor boards, panelled doors, hinges, etc. £100. He requires an N-type camshaft, dynamo, and MG literature, and has many original leaflets for sale. Please telephone Wokingham 787989.

G. A. Horrox (65 Greenwood Road, Crowthorne, Berks, Tel. 03446 3758) requires an engine, gearbox, radiator and grille for his F1 that we think might be a Jarvis bodied car

Max Zingg (Scheibenackerstrasse 9, CH-9000, St. Gallen, Switzerland.) needs a few things to finish off his 1933 K3 Mquette, a float chamber for the sump, L/K oil filler, a twin 6-volt battery carrier like the N-types, prop shaft front flange, Altette horn HF 317, two sets of original nuts for the horn, also a horn bracket, pair of LBD 150 headlight rims, an Auster Triplex aero screen, a Marshall 85 supercharger, or Powerplus No. 9 or 10, an 1½" carb. oil and petrol Hobson telegauges, also tank unit, pump for telegauges, Ki-gass pump, two dashboard rocker switches, headlamp brackets with tie bar, K3 supplementary manual and two battery covers.

Also for his newly acquired J3 Max needs a Marshall 12 75 or Powerplus No. 6A blower or equivalent, an 1½" horizontal carb, outside rear view mirror. To complete his Safety Fast collection, he would like to obtain the following months '59 Jan-May, '60 May, '61 Dec. '62 Feb. April, July, Oct., Nov., '63 April, July, Sept., Dec. '64 Feb., March, April, Aug., & Nov., '65 Feb., May, June, July & Nov., '66 Nov '68 Dec. '69 October, '75 January and June.

Kieth Dalby (21 Harrison Road, Crofton, Wakefield) will swop the following for the parts he needs. J2 sump, cracked but repairable, J2 sump oil pick up filter (gauze in Al condition). He needs a parallel fitting vertical drive fork, second camstand from the front, set of carbs,

3 water manifold clamps, any left hand side instruments.

Larry Gage (Simcoe Lodge, 93 Frinton Road, Holland on Sea, Essex) requires a complete J2 engine, or any parts to assist in a rebuild, e.g. head, block.

Roger Thomas (5 Sunningdale Court, Whitton Dene, Hounslow, Middx.) wants a PA cam drive gear, a crank pulley, and a brown slow running knob. Please ring 01 894 3971.

M.G. Phillips (8 Walnut Drive, Caerleon, Gwent.) has just acquired an F1 fourseater and requires the following, windscreen supports, windscreen surround, front bucket seats, door locks, handles and stricker plates, front shockers, oil filter housing(?) hood frame, body frame, rear wings, starter motor, tyres, doors any body parts- he has various Y-type parts for sale/exchange if any one is interested.

Arnold Studley (Charles Cottage, Lippiatt Lane, Shipham, Nr Winscombe, Somerset) requires for his ND, a K-type swutch panel complete and original (can be less ammeter), 6 N-type +60 new pistons, P/N double contact bulb holders for side lights, P/N three spoke steering wheel, must be good, N-type dynamo top plate, 2" oil and water temp. gauges, 2" octagonal bezel, P/N 4-position light switch brown knob, 5" long drop arm, between ctrs, also to complete set, Safety Fast of April/May '59 and May '60. He has for sale a 1 1/4" oil gauge, brown, original; 2" K-type black 0-100 oil gauge; 2" K-type petrol gauge, non original, black; 4 1/2" '34 spot lamp, not Lucas but period, new US Royal 6.00x16" tyre, dash switches similar to original, 1 1/4" ammeter not original, black. He will exchange the following parts for his wanted parts above: P-type 5" speedo/rev counter, new glass, rechromed rim; P/NA centre dash panel, new; P/N rechromed switch panel, complete with good ammeter and oil gauge, less switch; Pair 4.50x18" v. good John Bull tyres.

Tony Jenkins (21 Turvey Lane, Longwhatton, Leics Tel. Hathern 506) is looking for an ENV, F-type gearbox or J2 , with bellhousing, a set of late M or J rockers, pair of Lucas R47B headlamps, a steering wheel, petrol tank cap and an Eureka oil gauge for an M-type. He also needs an early advance/retard rod, and has a later type for exchange.

B.M.Staple (18 Chieveley Drive, Tunbridge Wells Kent) asks if anyone can suggest a source of thrust races for the J2's Marles Weller steering box, at either end of the steering worm?

E.B.Ballinger (13 Shooters Drive, Nazeing, Essex) requires the chassis bolts, needle rollers and bronze bush for fixing the brake crosshaft to the chassis, also the rod between the foot-brake and the crosshaft for a '35 PA.

Triple-M Motor Spares (Timberley, Linnersh Wood, Bramley, Surrey.) offer members the following parts:

M/C/D/J White metal camshaft bearings	£8.60
P-type " " " "	£10.50
F-type " " " "	£11.60
K/L/N " " " "	£12.75

P/J/F/L Phosphor bronze trunnions	£1.65 a pair
	or £2.95 for 4

Hardened steel UJ bushes for
pre-1936 propshafts £1.65 a pr.

Original style bucket seat shells,
with the correct propshaft cutout . £20 a pair

New M-type PCN 0-80 mph speedos, with
original rim trip return, now in stock £19.50

Also, 0-60 mph new speedos, unconverted
to PCN type, black rim. £5.50

New 8/39 crown wheel and pinion sets,
6-bolt only, a few still left £38 each

P/N/L/K original lettering shock absorber
indicator dials, stick on 50p each

MG World '75 is still being cleared at £4-

All the above are subject to 8% VAT, except for MG World. Please also add for postage as now this has gone up again it makes a difference.

Car of the year award hasn't been received as Andrew Smith is in hospital with a broken leg. We all wish him a rapid recovery.

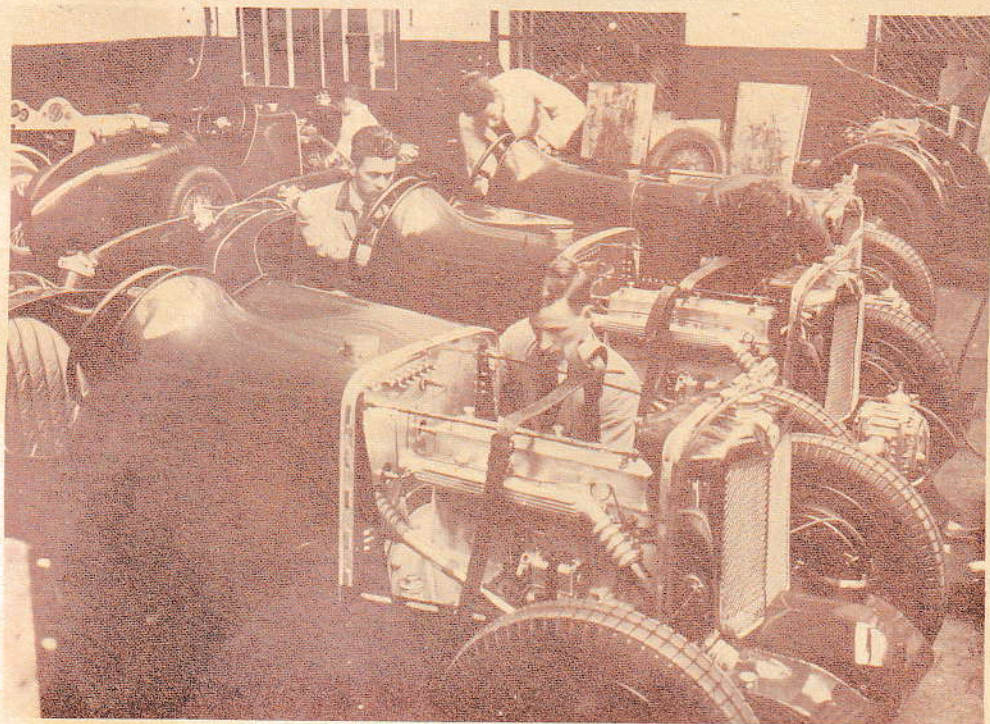
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PHOTOS OPPOSITE

Top - Works photo of preparing 1934 K3s

Bottom - 'Jesus' Jones in a Cream Cracker in the 1936 Expert's Trial.



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Car of the Year Scorer

and Competition Secretary: Andrew Smith, 5 Peter's Close, Prestwood, Gt.Missenden, HP169ET.

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Slade Trophy: John Adams, 5 Hares Lane, Hartley, Witney, Hants.

Infoletter Compiler: Phil Bayne-Powell, Kimber Cottage, Glaziers Lane, Normandy, Nr. Guildford, Surrey.

Year Book Editor: Barry Foster, Jasmine Cottage, 25 South Petherton, Somerset TA135AE.

Assistant Spares Secretary: Nigel Watts, 7 Harefield Estate, Camborne, Cornwall.

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