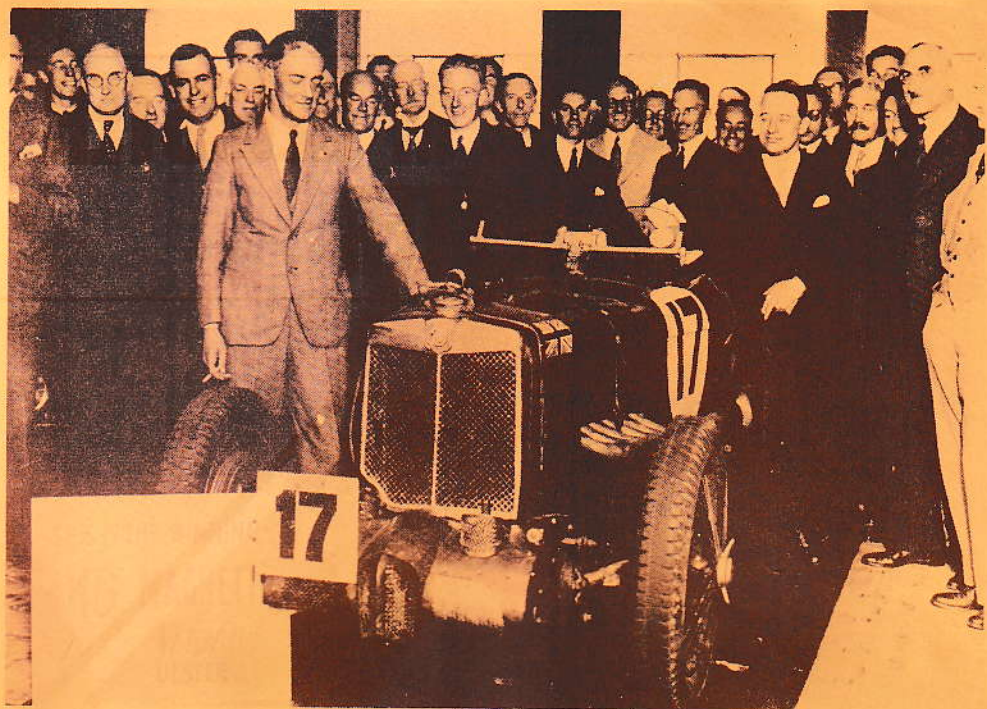




TRIPLE M REGISTER INFOLETTER



CAR OF THE YEAR



MMMusings from John Reid.

As many of you will have read in Safety Fast, Colin Butchers has handed over the job of Secretary to Andrew Smith, Andrew's competition work now being done by John Adams. For more years than I can remember, Colin has been one of the anchor men of the Triple-M Register and S.E. Centre, devoting considerable chunks of his spare time to the secretarial and registration jobs. The energy that Colin put into the MGCC is reflected by the fact that it now needs two chaps to cope with the load! Many thanks, Colin, and welcome to Andrew and John.

No sooner was Andrew in the chair, than I received a request to work out some statistics about the Register. I expect that these figures will be used in an article, so I shall not go into detail, but many interesting facts have been revealed - e.g. there are 537 paid-up members, who own 678 cars, yet there are 1781 cars actually on the Register. PA's represent 24% of the 1781, followed by J2's at 23%. The only other model with a recorded survival rate in three figures is the M-type, with 271 cars known.

PHOTOS OPPOSITE

Top: Lord Nuffield with Nuvolari's T.T. winning K3 at the London dinner given for all the MG distributors.

Bottom: K3003 before the start of the Mille Miglie with George Eyston behind the car, and Bernard Rubin in front.

We are now well into the new year with most people realising that they have a deadline of an event to make to encourage them to finish that restoration, overhaul or just a touch up job. May you all complete on time so that we can see you at MG meetings.

May I take this opportunity to apologise to people writing to me requiring an answer if it is somewhat delayed as due to house extension work I've had less time to devote to MGs.

I get quite a few letters from our overseas members and it is very good that they feel part of the Register - even if they are many thousand miles away. It is gratifying to hear that they find Infoletter a tangible, and practical link. Why, I wonder, don't the many British people I speak to, take the trouble to send off their stamped addressed envelopes to John Reid to receive it. Many questions I'm asked by people have already been dealt with in Infoletter.

Regarding the information in past Infoletters, a worthy gent is to work on this to produce a compendium of all tips, hints, advice etc. in a handy form.

I'm most pleased with the letter section, this time there is a most useful one about Concours judging in U.S.A. which could give us a few ideas.

From Colin Tieche, our technical adviser (to the little cam men) comes the warning about using valve guides that are not accurately made to the correct bore and tolerances. Because of up to 20 thou play in certain products, he has had to produce his own. Valve guides must be right otherwise the valves don't seat properly, local high stresses are produced and the valve cracks or breaks, as well as allowing too much oil down the valve guides (even if you do use MGB valve sealing rings).

YOUR LETTERS

Dear Sir,

We have pleasure to ask you friendly with this letter if you and your Club members will help us at our strictly personal collection of all Types M.G. Cars.

This collection is as COLOUR-SLIDES (35 and 36 mm. Film) and PHOTOGRAPHS of all Types from M.G. Cars from 1920 to 1950. (communicate the Type and year of building from the Car please).

No to day we thank the M.G. Drivers from the whole World who have send us one or more Colour-slides and Photographs and we are very happy if you will help us with this to very good Souvenir from your Club in England!

We hope that we may have an answer and we wish your "MG Car Club Triple M Register" much success!

Yours faithfully,

J.M. Spileers.

BELGIUM.

Dear Phil,

Just received the new Infoletter and was very interested to read your article on Judging and Judging Forms.

Locally, and at the G.O.F. - South last year, we used the AACA Judging Form (copy attached) on a "drive-through" arrangement which proved expeditious and successful. We had two judges, plus a relief judge, at each station with four stations or stops to inspect the four areas of the car as indicated on the form. The judges took turns, one recording and one inspecting and, with familiarity with the cars, little prior judging experience was found necessary as long as the form was followed. This "drive through" method is much faster than moving the judges from car to car and seems to be more interesting to the spectators.

When a car finished inspection at one station, the form was placed under the windshield wiper (passenger side) for the judges use at the next station, the form being retained by the judges at the last station. After presentation of awards, the forms were returned to the car owner for his guidance and preparation for future concours. Judges were specifically instructed to refrain from

discussing the judging form with the car owner prior to the award presentation.

Please express my appreciation to all concerned with the production of Infoletter - it's great.

Sincerely,

William R. McQuaid, Jr.

Dear Sir,

I would like to compliment the year-book editor, and all the others who have contributed to it, on the presentation and contents of the '77 edition. But, and there is always a but - is it not, I don't know what to think of the article: Working fo'de yankee dollar!

If it is a joke, and I prefer to think it is, all right - maybe my sense of humour (or knowledge of the English language) is not good enough and I apologise for writing this letter.

But if, on the other hand, the author is bitterly serious then I demand the right to defend myself.

No, I am not an American, I am not rich and yet you are stepping on my toes Mr. MBH!

I am a foreigner and I own a triple M Car - imported from England and I paid a very high price for it.

But let me ask you, what did I do wrong?

The car (a J2) was found some years ago rotting away in a backyard somewhere in England by a Dutch gentleman. The owner sold him the car and he sold it to me. Did anyone get cheated?

I don't think so the owner got a very good price (if you want to know: £200) for an engineless heap of rust which otherwise would have gone to waste - the Dutch gentleman made a substantial profit. I got the car of my dreams and I think the J2 prefers getting new life living in a heated garage in Belgium rather than rot away in England.

Do I have more money than you? Or was I willing to make more sacrifices on other things than you in order to get the car I wanted? Or don't you want foreign money to flow into England? How about the more than £500 worth on NEW spare parts I have ordered from you? Don't you think that helped keeping alive and enthusiastic men like and don't we all depend on men like him to keep our cars running?

And how will selling triple-M cars abroad affect the existence of the Register?

What do you mean?

Are we not members (I think any triple M owner in his right mind is one. Or maybe, we are second-rate members...And why? How many members have you? How many of them attend meetings regularly? How many of them race their cars? See my point? On one point I agree with all MBH - Don't sell your car! Its value will keep on increasing - And you do know why - don't you - thanks to the prices foreigners are willing to pay for them.

Let me end by trying to rephrase what I think is the main object of the Register:

"To encourage and stimulate the maintenance and restoration of triple-M cars (in or outside the UK)."

Sincerely Yours,

Neyt. K.

I think I should try to answer this publically as many of our overseas members feel this way, - similarly there are many U.K. members who feel more strongly than M.B.H. about exporting our cars.

Firstly let us not forget that MGs are British cars and that a great percentage were originally exported, and even more have gone abroad since. This means that there are less and less cars available in the U.K. and so the prices get inflated and the parts no less. Many of us, including MBH started on MGs when they were cheap and loved them for what they are not for what they might fetch.

The other thing is that once abroad we no longer see that MG at meetings and are thus not so interested in helping its owner, because most people like to feel that they can physically see that they have helped to get a car back on the road again. Many Dutch, Swedish and other overseas do come across to England and even bring their cars for us to see, then we become more interested in the car and the owner as a result.

It is also a regrettable fact that due to inflation and our system of direct taxing we are less able to pay the prices foreigners can afford.

Perhaps other people would write with their views about cars going abroad or to collectors.

Later is reproduced the judging form that William McQuaid mentions in his letter, and makes for an interesting talking point.

TIPS AND HINTS

from members.

Colin Tieche (c/o A.E. Tieche & Co., 4th Way, Wembley, Middx.) is finishing off his run of new rockers, and asks, if anyone has written and not had rockers or a reply that they please recontact him.

Unipart No.GHS 131 is a Triumph oil seal that fits the N-type rear hub.

Peter Hepworth Components (Red Gables, Ben Rhydding Drive, Ilkley, Yorks. Tel 0943-609940) make a wide range of piston components for our cars. Cylinder liners are made, together with cast or froged pistons with or without rings or pins.

Q.P.M. Engineering (The Workshops, Orchard Close, Reynolds Lane, Southborough, Tunbridge Wells, Kent) can help members with the slightly different work required on our sort of cars, e.g. white metalling, line boring of main or camshaft bearings, con rod reconditioning, boring and honing of small ends and other parts as well as turning and milling. (If writing please use their office address of 36, Nortons Way, Fire Oak Green, Nr. Tunbridge, Kent, Tel Tunbridge Wells 37117.

Andrew Smith has some original works drawings that the club owns, and these are available on loan, as they cannot be photocopied being blueprints. They are:-

<u>Part No.</u>	<u>Drawing Description</u>
-	P-type Valve Timing Data Sheet
-	M-type "Le Mans" Body Dimensions
P236	J2 Springs
P237	
2998	NA Exhaust Pipe rear
A371	K1/N Burgess silencer
B129	M Body

Part No.	Drawing Description
GA112	C Wiring diagram
GA120	M Occasional Four Wiring Diagram
GA126	D/F Staster Cables
GA1 J2/F2/L1/L2/J3/J4	Panel Cable Harness
GA132	J1 Junction Box Cable Harness
GA133	J1/J2/F2/L1/PA/PB Starter Cables
GA134	J1 Panel Cable Harness
GA138	J1 Wiring Diagram
GA140	K/K2 Saloon/4 Str. Panel Cable Harness
GA141	K-type Battery Cables
GA142	K Saloon/4 Str/K2 Junction Cable Harness
GA145	J2/J3 Junction Box Cable Harness
GA146	L sal/Tower/2 seat Junction Box Cable Harness
GA148	K1 Sal. Wiring Diagram
GA149	K2 Battery Cables
GA153	PA/PB/NA Junction Box Cable Harne ^s
GA154	PA/PB/NA Panel Cable Harness
GA155	NA Battery Cables
GA156	K3 Battery Cable
GA159	NA Wiring Diagram
GA167	KN Wiring Diagram

Mike Hawke says "Local Motor Taxation Offices are closing down, mostly by the end of March 1978. All logbooks will be sent to Swansea where they will be destroyed. (I am not sure whether the information in them will be recorded on microfilm or not but it seems doubtful in the case of very old cars). I applied to my local office to see DG5405's old log books and was told that, legally, they were my property. They were sent to me and the man seemed glad to be rid of them. Not only do they contain names and addresses of all old owners but also names of all the motor dealers who handled the car and a record of issue of petrol coupons, and a stamp each time the Road Tax was renewed. MMM members might like to leap into action to retrieve their log books before the information contained therein is destroyed."

I decided to make my own burr walnut veneered dash to replace the previous one covered in black leather cloth.

The area around Liverpool Street/Shoreditch is the mecca for veneer wholesalers in the London area and at random from the yellow pages I selected Messrs. Wilkinsons of 115, Wisdom Street, EC1 and phoned to enquire the availability of burr walnut veneer. I was lucky in my selection as one of the bosses is an MGB fanatic and they were delighted to search around for some suitable pieces which cost me £2. A subsequent visit on behalf of a friend achieved even more sympathetic treatment and excellent terms. They are useful to know.

I decided in the end to use Evostick W resin as the glueing agent and this, held in place while drying by the weight of my car, seems to have been easier than dealing with the Scotch type glues which need heating. Many coats of two parr varnish rubbed down finally with a block and very fine wet and dry and then brought back up again with metal points have produced a nice finish.

Cost including wood, veneer glue and varnish about £5.

Leather

A visit to a breaker's yard provided just what was needed to reupholster my MG PB 4 seater - Connolly leather from the bulbous 3 litre Rovers which seem to be in plentiful supply. The leather I obtained from two complete cars cost only £6 including a considerable amount of Dunlopillo and particularly important was of the correct pleat width. It was then a question of taking the leather apart and constructing new panels of sufficient size for the MG. A 'quickunpick' came in very useful here. The re-sewing together was a long and tedious task undertaken by hand but was helped by punching the necessary holes with a needle and no cotton.

The leather I obtained was $\frac{1}{2}$ grey and $\frac{1}{2}$ cream but as I intended to dye it black this was no problem. I was assured by Connolly's their black cellulose bases leather dye was just what was needed but in practice I found it useless for changing the colour and in the end I found the best way was to use black shoe dye -

Radium from Woolworths - and then to use Connolly's concoction as a final coating.

The cost including thread, dye and leather came to only about £15 plus very sore fingers and a month's hard labour in all spare moments for two. The finished product is very satisfying however.

FOR SALE AND WANTS

Per Gjerdrum (Broveien 3, 1315 Nesoya, Oslo Norway. Tel 02/541218 reverse charges) is looking for a Centric or Powerplus or Marshall blower for a J4 replica he is building.

Gerry Horrax (65, Greenwood Road, Crowthorne Berks.) has for sale or swop a rebuilt outside laced 450 x 18" wheel (silver) with a $\frac{1}{2}$ good tyre, 2 No.450 x 18 unused remoulds, 4 No. 450 x 18" outside laced wheels with 30% tyres, 3 No.450 x 18" double laced wheels. He wants an F1 engine and gearbox with all fittings, with carb linkages, choke, throttle & clutch pedals, radiator and cowl, also wanted is one 450 x 19" tyre.

Tony Dolton (44, Barn Drive, Maidenhead, Berks.) has sold his racing Riley and is building another MG for which he requires the following parts:- 2 No. front Hartford shockers, a J-type engine chassis mounting, a J-type accelerator assembly, 2 No. J-type clutch fingers, 3 No. J-type water manifold mounting brackets, also an F-type gearbox rear oil thrower/propshaft flange pieces.

Ken Appleton (Kenrose, 88, Bicester Road, Kidlington, Oxford, Tel. Kidlington 5504) would like to complete his D-type rebuild a clutch withdrawal bearing and collar, a front engine support cover plate and an engine/radiator support.

P.B. Heath (Podder Carr Cottage, Scaling Dam, Saltburn, Cleveland) requires a complete J2 engine or just the head inlet and exhaust manifold, valves and valve gear, 4 std bore pistons, 4 con rods, crank, clutch, petrol tank, front and rear swept or cycle wings,

radiator and shell, steering wheel and seats.

William Fletcher (47, Walverden Road, Brierfield, Nelson) needs the following for his M-type:- a sump, distributor, carb, and early type road wheel.

A.J. Busst (17, Vibart Road, Yardley, Birmingham) is wanting a P-type dynamo bevel gear and a pair of parallel bore vertical drive forks. Tel 021 783 4850.

D.G. Caffrey (6, Amanda Drive, Brackenborough Drive, Louth, Lincs.) requires the following PA parts:- 2 rear brake cables, speedo drive cable, set of inlet and exhaust valves, valve springs, engine gasket set, distributor cap and rotor arm, two body/chassis mounting brackets, 2 front springs, one big end bolt, front and rear wings, front apron and fixings, wiring loom, set of king pins and bushes, brake linings with rivets, brake cam greaser cap, front spring bolts, steering ball and socket, shocker rubber bushes, and rear axle rubber bump stops. (A lot of these items are supplied new from the dealers, however.....Ed.)

John Bibby (19, Locks View, Wordsley, Stourbridge, Worcs.) is looking for a complete P-type engine or engine components, and a pre-war Marshall blower, or suitable post-war Marshall as fitted to the T-type. He has available a part set of Wolseley Hornet brakes, a pair of P-type repairable rear wings, a pair of rear Luvax shockers and a J-type spare wheel carrier centre.

G. Carroll, (23, Grange Drive, South Grange Estate, Ryton, Co. Durham) has a K1 Magnette in need of the following:- a Blumels 4-spoke steering wheel, hood frame, hood pattern, windscreen, wipers and motor, petrol cap, petrol gauge, rear wings (or pattern), rev. counter, brake linings and wiring harness.

Paul Kelly (48, Beech Hill Drive, Donnybrook, Dublin 4, Ireland) is in need of the following J2 parts:- a complete engine, cylinder head, propshaft and tunnel, door hinges, all lights, petrol tank, spare wheel carrier, steering column and box, front and rear cycle wings, front Hartford shockers. He has for swap an M-type gearbox, early T-type door hinges, T-type petrol tank, oval ribbed glass Lucas headlamps.

Nicholas and Ann Tavener (63, Marville Road, London, SW6. Tel 01-385-3766) urgently need a J2 engine.

USE OF THE JUDGING FORM

This form is designed for use as a guide and scoring sheet when judging all eligible AACA vehicles. It serves as a check list to prevent duplication of deductions and to assure that deductions are scored consistent with standards prescribed by the AACA National Judging Committee. Proper use of the imprinted point deductions will insure uniformity for relatively similar defects. Should a vehicle exhibit a condition indicating an unusual point deduction, consult your Deputy Judge. When judging vehicles such as steamers, cyclecars, motorcycles, fire trucks, etc. disregard items that do not apply. When judging race cars, consult your Deputy Judge for special instructions.

The correct procedure for use of this form is to first inspect the vehicle. When a fault is found, look for the component under consideration on the form and enter the number of points to be deducted in the appropriate block.

Judge each component for authenticity, workmanship and maintenance. Deduct the maximum points indicated for non-authentic or missing components. Do not deduct more than the maximum points indicated for any single listed item. When there is multiple use of a component such as doors, lights and wheels, the indicated deduction may be taken for each individual part (Example: If a vehicle has four non-authentic wheels, the deduction is four times the three points maximum deduction for a single wheel, or twelve points total).

When judging condition of finish on any component, deduct points for faults such as alignment of components, depth of finish, runs, orange peel, rust, dents, scratches, cracks, lack of paint, lack of plating, etc. Plating must be of the authentic type for the vehicle being judged. Chrome plating prior to 1928 is improper unless authenticity can be documented by the owner (Hard Nickel is not considered a deductible feature). Deduct one point for each component with non-authentic plating, with a maximum deduction of ten points per vehicle for non-authentic plating.

Do not deduct points for slight defects which might have been caused enroute to the meet. For example, minor scratches, dents, grease, oil and dirt which obviously are new.

The number of points to be deducted may range from one to the maximum indicated on the form. Do not use fractional points ($1/4$, $1/3$, $1/2$, etc.). Deduct maximum points as shown for all circled items.

This Judging Form is used only to determine award winners at a particular meet and as an aid in choosing National Award Winners.

This form will not be returned to vehicle owners or exhibitors.

ENTRY No.		CITY		STATE		YEAR		CLASS									
EXTERIOR		MAX	DED	INTERIOR		MAX	DED	CHASSIS		MAX	DED	ENGINE		MAX	DED	SUMMARY	
Body: Door	5			Top (Soft) Down	(10)			Axle: Front	5			Block	5			AWARD	
Fender	5			Missing (Ironed)	(20)			Rear	5			Head	5			Junior 1st	
Hood	5			Condition	10			Trans. Drive Line	5			Crankcase	5			2nd	
Panel	5			Material	(10)			Snubber/Shock	3			Manifold	5			3rd	
Trim/Striping	3			Trim	3			Gas Tank	3			Radiator Core	10			Multiple Award	
Light: Head	5			Fastener	1*			Steering Assembly	5			Starter	5			DEDUCTIONS	
Side	3			Top Iron/Bow	3			Pow. Steering (Add)	(10)			Starter (Add)	(10)			Exterior -	
Tail	3			Side Curtain	2			Brake	3			Generator	5			Interior -	
Driving	3			(Missing)	(10)			Body Bolt	1*			Fuel Supply	5			Chassis -	
Radiator: Shell	5			Headliner	5			Lube Fitting	1*			Fuel Supply (Add)	(10)			Engine -	
Grill	5			Seat Cushion/Back	5			Lack of Lube	1			Carburetor	5			TOTAL -	
Ornament	3			Side Panel	3			Excess Lube	1			Magneto/Dist.	5				
Top (Hard)	5			Door Panel	3			Exhaust System	5			Coil/Horn	3			SCORE	
Horn	3			Window Frame	3			Tire	3			Clamp	1*			Perfect Score	400
Mirror	3			Door Sill	3			Wheel	3			Belt/Hose	2			Total Deductions	
Windshield Frame	3			Floor Cover (Mat)	5			Rim	2			Firewall	3			NET SCORE	
Wind. Wiper	3			Steering Wheel	3			Lock Ring	1			Priming Cup	1				
Door Handle	2			Pedal/Lever	2			Hub Cap	3			Waterpump	5				
Running Board	5			Dashboard	3			Valve: Stem	1			Terminal	1*				
Splash Apron	5			Instrument	3			Cover	1			Splash Pan	3				
Gas Gen./Tank	3			Foot Rest	3			Spring	3			Living	3			REQUIRED MINIMUM POINTS	
Beading/Welting	3			Tonneau Wind.	5			Spring Cover	2			Tape/Tubing	1			1st - 365, 2nd - 330, 3rd - 295	
Incorrect: Body	(20)			Glass	3			Frame	5			Filter/Fan	3			(Multiple awards for scores within 10 points of highest scoring car in each award).	
Material	(15)			Trim	3			Bumper	5			Incorrect Engine	(20)				
Color	(10)			Incr. Uphol. Mat'l.	(10)			Overdrive (Add)	(10)			Overhd. Valves (Add)	(10)				
Other:				Other:				Tire Carrier/Cover	3			Gauge/Control	3			APPROVED	
								Other:				Other:					
																TEAM CAPTAIN	
																DEPUTY JUDGE	
																DEPUTY JUDGE	
TOTAL DEDUCTION				TOTAL DEDUCTION				TOTAL DEDUCTION				TOTAL DEDUCTION					

NOTES: (Add) Non-authentic accessory added

(10) Mandatory deduction

*Max. deduction 10 points per vehicle

Rudy Molck-Ude (36, Orlin Avenue S.E., Minneapolis, Mn 55414, USA) requires for his PA the following:- the complete linkage for the Luvax rear shockers, bench seat back, condition of covering not important. He can offer an excellent set of PA double dipping headlamps in exchange or original good trafficators, or J2 rebuilt rear shockers. Would arrange for shipment to local address or pick up so no headaches with overseas shipping.

A Mr. Tubb, (Tel Bexhill 217797) has an original N-type owners manual for sale, offers around £5.

Alan Grassam (The Yews, 27, Mareham Road, Horncastle, Lincs.) has for sale or exchange 4 No. PB second hand + 30 split skirt pistons, 4 No. new Flying Nine 60mm pistons suitable for PB (1 $\frac{3}{8}$ " compression height, $\frac{5}{8}$ " gudgeon pins) 4 No. new J2 + 40 split-skirt pistons. He would like 4 No. PB pistons, standard size or Singer Bantam, standard size, 3 No. 16" wheels and/or tyres, twin spare wheel carrier for P-type. Also can any member help him with details of fitting a belt-driven shorrock C75B blower.

Paul Clements (33A, Brunswick Square, Hove, Sussex) is rebuilding a P-type and is looking for brake cables and linings, hood, driving mirror, tonneau cover, oil fitter cover, rubber jointing wings/running boards, rubber washers for rear wing brackets, reverse gear catch, reserve petrol tap and workshop manual.

Andy Bradshaw (16, High Street, Cottenham, Cambridge) has the following parts to swop for a straight and true J2 chassis, one PA straight and true chassis with zinc chromate primer under dark green top coats, also spare wheel carrier and boss.

Philip Venables (55B, High Road, Ilford, Essex. Tel 01-590-3103 day) has a few NEW K/L crankshaft to distributor drive gears at £50.

David Smith (Spinney Cottage, Church Street, Shoreham, Sevenoaks, Kent.) has an ENV F-type gearbox for sale in good condition apart from a piece out of the bell housing, also an F-type propshaft, and 2 brand new J2 con rods still in the makers box! He requires a good fitting J2 half-shaft and hub for the offside, and a J2 engine crankshaft bust that fits on nose of crank, around which goes the outrigger ball race Part No. MG 464/100 as per Blower's diagram.

Tony White (Turtle House, North Street, Somerton, Somerset) wants a J-type offside front cycle wing stay, a P-type rod, a 1" S.U. carb piston, set of P-type gearbox control knobs. He has for sale or swap for the above wanted parts, a rear side J-type front cycle wing stay, 2 near side trunnion boxes, 2 8" brake assemblies complete, 2 straight eared hub caps, a J rear main bearing, steering column bracket, 3 different F/J bonnet catches, J2 choke linkage rod.

Barrie Dean (143B, St. Albans Road, Arnold, Notts. Tel Nottingham 262073 - work) requires a P-type petrol tank, front apron, petrol changeover tap and rod, dash lamps, rear shockers, steering wheel, ammeter ; a D-type gearbox, an F-type rocker cover and sump, an M-type oil pressure gauge, windscreen frame, radiator shell and core. For exchange he can offer a P-type bonnet, exhaust manifold, odometer and panel, water manifold, hood frame, front engine mounting, and rocker cover, a D/F rear floor pan, instrument panel and a J2 petrol tank, oil gauge radiator shell, speedo, pair of 9" Lucas headlights, and a new Lucas CJF3 cutout.

John Batty (293, Little Wakering Road, Little Wakering, Essex.) has an L1 Continental Coupe that he feels a bit incapable of restoring, and would prefer to exchange it for a complete original MMM 2-seater. The L-type has a complete and original rolling chassis with new springs etc., an original rebuilt engine. Original coupe parts include bonnet, side valences, wings, running boards, lights, petrol tank, windscreen, seats, most instruments and all identification plates, plus some other parts. In fact all that needs to be built is the main body shell. A non-original 2-seater body is also available.

Max Zingg (9000 St. Gallen, Scheibenackerstrasse 9, Switzerland) is wanting a No.9 or 10 Power plus supercharger, with an 1 $\frac{1}{8}$ " SU carb for his K3, as well as 7No dashboard switches Rotax N5EP; also wanted for his J3 is a Powerplus No.6A or similar supercharger, an 1 $\frac{1}{8}$ " S.U. horizontal carb, and a J-type cylinder head. He has a KD block and some F-type parts he can offer for exchange.

Mike Hawke (117, Upper Westwood, Bradford-on-Avon, Wilts. BA15 2DN) has a spare Lucas 4-cylinder vertical magnets (less driving log) which will slot into the distributor hole of a J, P, Q or R. It has not run for many moons so will need a thorough check over. Will swap for L-distributor, K-skewgears, or any J or K bits, or even a quantity of cash.

Irving Bramson (3, Clydesdale, Enfield, Middx.) has the following for sale: F-type ENV gearbox (non-cross-shaft) with bell-housing and extension: £80. PAgearbox & bell-housing: £50. P-type gearbox extension (remote) - no lever: £10. P-type handbrake cross-shaft, complete: £8. P-type rocker cover: £12. Original Luvax dampers, NEW: £15 pair. Wheels 19" (need shotblasting): £8 each. Offers for the following (all P-type): Rear axle casing. Diff. cage, complete but wrecked CW& P.Chassis complete but rusty (was Airline). Bulkhead (tatty). Swept wings (one tatty, one very tatty). Near offers or interesting swaps considered. Also, one PB gearbox (believed): ludicrously generous offers only. Wanted: P-type and/or J-type front wing support tubes. Water pump to suit P-type. Unengraved Triple M badge.

Dean Hood (Red Cottage, The Friary, Old Windsor, Berks.) would like to contact the owner of his old PA 4-seater BGC 42, if any member has it.

R.C. Neapole (18, Strathcona Drive, Montreal P.Q. H3R 1E4, Canada) has an F-type that he needs the following for: 2 upper front wing stays, Petrolift, later water outlet manifold, water inlet pipe from radiator to block, coil, fan belt (whittle-type), engine side

cover plates, oil filler and dipstick also clock.

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

M/C/D/J white metal camshaft bearings	£9.50 a s
P-type " " " "	£11.60 "
F-type " " " "	£12.80 "
K/L/N " " " "	£14.00 "
P/J/F/L Phosphor bronze trunnions	£1.85 a p
	£3.25 for
Hardened steel U.J. bushes for pre-1936 propshafts, with circlips	£4.85 for
Original style N/P bucket seat shells, with the prop-shaft cut out	£22.50 a p
New M-type PCN 0-80mph speedos, with original rim trip return, chrome bezel	£22.50 each
Also 0-60mph unconverted speedos black rim new	£5.50 each
P/N/L/K original 506-type shock absorber indicator dials, self adhesive	55p ea
New M-type petrol tanks	£38.00 each
New " early 'split' type hood frames	£11.00 each
New " side screen frames	£10.00 a p
New " rear spring valences	£14.25 a p
Tulip inlet valves to K3 pattern in KE965 for K/N/P/J/L	£1.80 each
L-type front aprons	£14.75 each
Bronze rocker bushes (made by Colin Tieche)	£1.00 each
Correct close tolerance valve guides (made by Colin Tieche)	£1.50 each
Back in stock having been specially made for us are rear axle resin-bonded cork oil seals.	£1.90 a p

- 28 Diam. clearance002in.
- 29 No. of crankshaft bearings 4.
- 30 Type of bearing White Metal
- 31 Standard main journal 1 $\frac{1}{8}$ in
diam.
- 32 Second standard 1 $\frac{1}{8}$ in.-.010in.
- 33 Min. diam. for regrind 1 $\frac{1}{8}$ in.-.020in.
- 34 End clearance003in.
- 35 Diam. clearance002in.
- 36 End Thrust taken on ...Front Main Bearing
- 37 No. of Camshaft Bearings 4.
- 38 Type of BearingWhite Metal
- 39 Bearing clearance... .001in.
- 40 End thrust taken on ...Front Bearing Housing
- 41 Camshaft drive (type) ...Spiral Bevel Wheels
- 42 Valve timing markings On top and bottom
Camshaft drive Wheels.
- 43 Exhaust Valve diam.lin.
- 44 Inlet Valve diam.1 $\frac{1}{8}$ in.
- 45 Valve Seat angle ... 30°
- 46 Tappet typeOperated direct by O.H.
Camshaft.
- 47 Inlet Valve clearance for .006in.
timing.
- 48 Inlet Valve opens-degs. 15° before T.D.C.
- 49 In. Valve opens, No. of 1 $\frac{5}{16}$ in. round Flywheel
Flywheel teeth Periphery
- 50 Inlet Valve opens-Piston -
traverse
- 51 Inlet Valve working006in.
clearance
- 52 Exhaust Valve working .008in.
clearance
- 53 Are guides removable: Yes
- 54 Carburettor make ... S.U.
- 55 Choke setting -
- 56 Main setting -
- 57 Compensator setting... -
- 58 Idling setting... .. -
- 59 Progression setting... -
- 59a Carb. type and dia. ...Twin semi-downdraught, 1 $\frac{1}{8}$ in.
- 59b NeedlesStd. No.8, Richer H4, Weaker V2.

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- 89 Thickness of leaves-Front Reb. Leaves $\frac{3}{16}$ in.; Main $\frac{7}{32}$ in.; remainder $\frac{3}{16}$ in. (K.N.-Top $\frac{5}{32}$ in. 2nd $\frac{3}{16}$ in., Main and 2nd $\frac{7}{32}$ in., 3 and 4 $\frac{3}{16}$ in.)
- 90 Camber-Front ... $1\frac{21}{32}$ in. (K.N.-1 $\frac{31}{32}$ in.) to main leaf.
- 91 Length-Rear 39in. from end of Main Leaf to C/L of eye, when flat.
- 92 Width-Rear $1\frac{1}{2}$ in.
- 93 No. of leaves-Rear 6 plus 2 rebound leaves (K.N., 5+2)
- 94 Thickness of leaves Rear Reb. Leaves $\frac{5}{32}$ in., Main $\frac{1}{2}$ in.; 2nd $\frac{7}{32}$ in.; remainder $\frac{5}{32}$ in. (K.N.-Top $\frac{3}{16}$, 2nd $\frac{7}{32}$, Main and 2nd $\frac{1}{4}$, rest $\frac{7}{32}$ in.)
- 95 Camber-Rear ... 4in. (K.N., $3\frac{5}{8}$) to Main Leaf

ELECTRICAL

- 96 Distributor rotation Clockwise
- 97 Manual advance None
- 98 Automatic advance 20° on Crankshaft
- 99 Breaker Gap015in.-.018in.
- 100 Plug make K.L.G.
- 101 Plug Gap015in.-.018in.
- 102 Firing Order 1-4-2-6-3-5
- 103 Ignition Timing Set at 20° before T.D.C.
- 104 No. of teeth on Flywheel $1\frac{1}{2}$ in. round Flywheel Periphery
- 105 Piston Traverse ... -
- 106 Battery type ... V.12 A.H. 63-Lucas
- 107 Battery earth-pos. or neg. Negative

CAPACITIES

- 108 Sump-pints ... 14
- 109 Gear Box-pints ... 2
- 110 Rear Axle-pints ... $1\frac{1}{2}$
- 111 Radiator-galls. ... 3, complete cooling system
- 112 Radiator Hose. Inlet ... Special length; Int.diam.
- 113 Radiator Hose. Outlet ... Special length; Int.diam.
- 114 Petrol-galls. ... 10-Airline Coupe 6 (K.N.-11)

Competition Notes - John Adams

The short gestation period of Infoletter - as opposed to Safety Fast - permits such meetings as Babdown on 1 March to be reported whilst still topical.

Looking now to the future, important diary dates are 22nd April for the VSCC Silverstone race meeting and of course May 27/28th for our own Silverstone race/concours/driving test. Further on the horizon for those looking for an excuse for an early holiday in Cornwall is the International Weekend at Callington on June 2/3/4th. The programme includes a sherry reception, Medieval Grub, a Cross Bow competition, a Medieval Banquet, boat trips, concours and something called The Lidwell Grand Prix. Accommodation is mostly by tent and caravan, and further details may be had from me.

Another invitation which looks of interest is the Luxembourg Centre's second international meeting in the Ardennes from June 16th-18th, with a barbecue, concours, lunch and prizes. There is no entry fee but a charge will be made for the barbecue and lunch if partaken of. Camping is available or hotel rooms can be booked for you. Entry forms available from me.

Last year's Car of the Year Award was convincingly won by David Taylor in his blown L-type, to whom we offer our sincere congratulations for a well deserved win; David has in the last couple of years been right at the front of this award and looked set to win it on both occasions but was pipped to the post on both occasions. His L-type special, whilst not being a K3 or even an authorised K3 replica or special is a very quick car and in driving tests David takes a lot of beating, and in hill climbs it would appear that he has done very well too.

Steve Dears PA Cracker and Phil's K3 were some way behind this year, although both being well up in previous years.

No pattern has yet emerged in this year's Car of the Year Award, but a table will be published in the next Infoletter. A novelty in scoring which I intend to introduce this year is to score automatically for events when I happen to have results, which hopefully

will impel owners who feel they should be higher up the table to claim for scores of which I am not aware. As always, the onus to claim is on you.

MMM Register "Car of the Year" Award 1977.

Final Positions

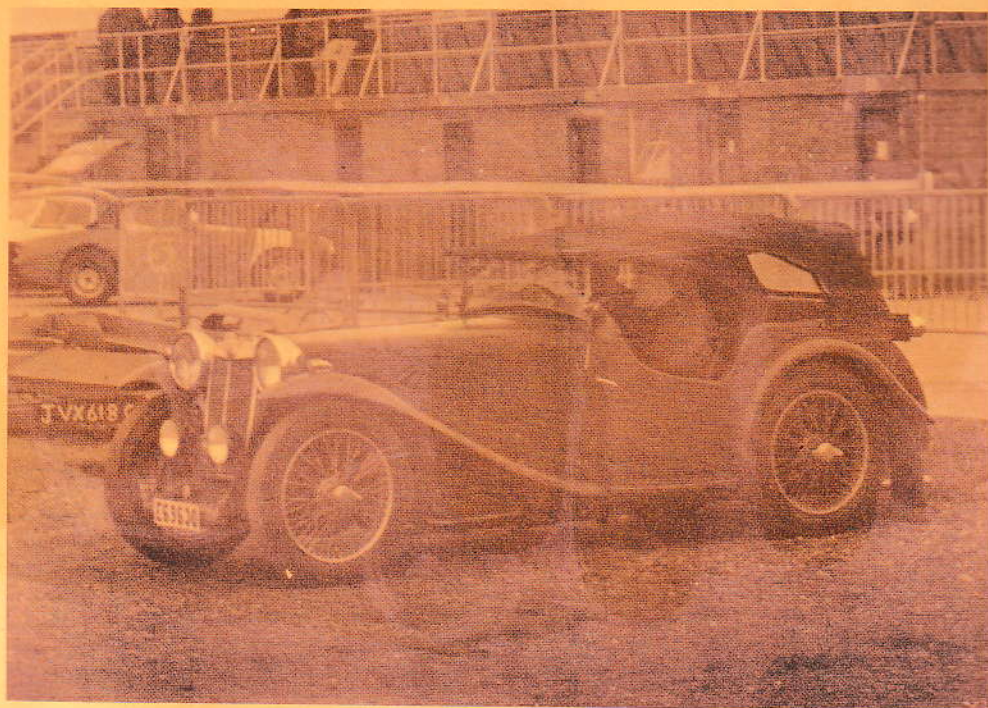
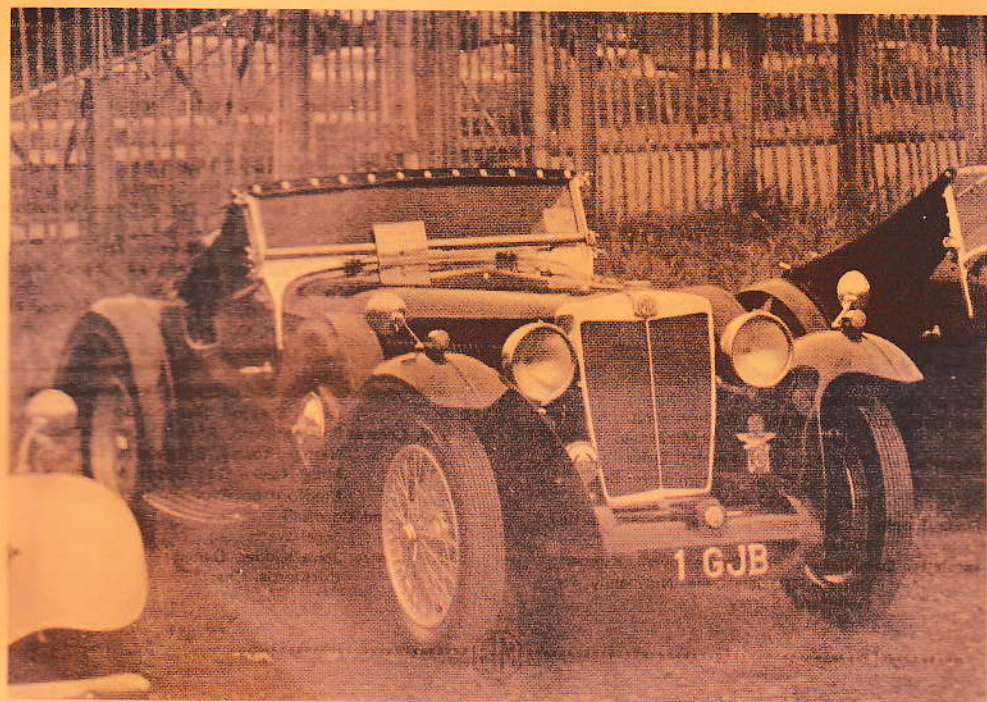
<u>Position</u>	<u>Car</u>	<u>Reg. No.</u>	<u>Driver</u>	<u>Points</u>
1	L s/c	72	David Taylor	115
2	PA Cracker	1200	Steve Dear	106
3	K3	300	Phil B-P	95
4	J2	1048	Len Bull	84
5	M	1686	Bryan Bowles	81
6	ND s/c	162	Phil B-P	50
7	J2	3	Mike Hawke	48
8	PA	1578	Patrick Gardner	43
9	ND	1321	Peter Green	40
10	J2	768	Ralph Bateman	39
11	PB	1049	Alan Grassam	35
12	F Stiles	471	Rosemary B-P	23
13	L Coupe	1440	Nick Sands	13
14	PA s/c	473	Barry Linger	11

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PHOTOS OPPOSITE

Top:- Ray Witcher's K3 Jensen body on his K2

Bottom:- Sven Ordell's L1 that visits us occasionally from Sweden.



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