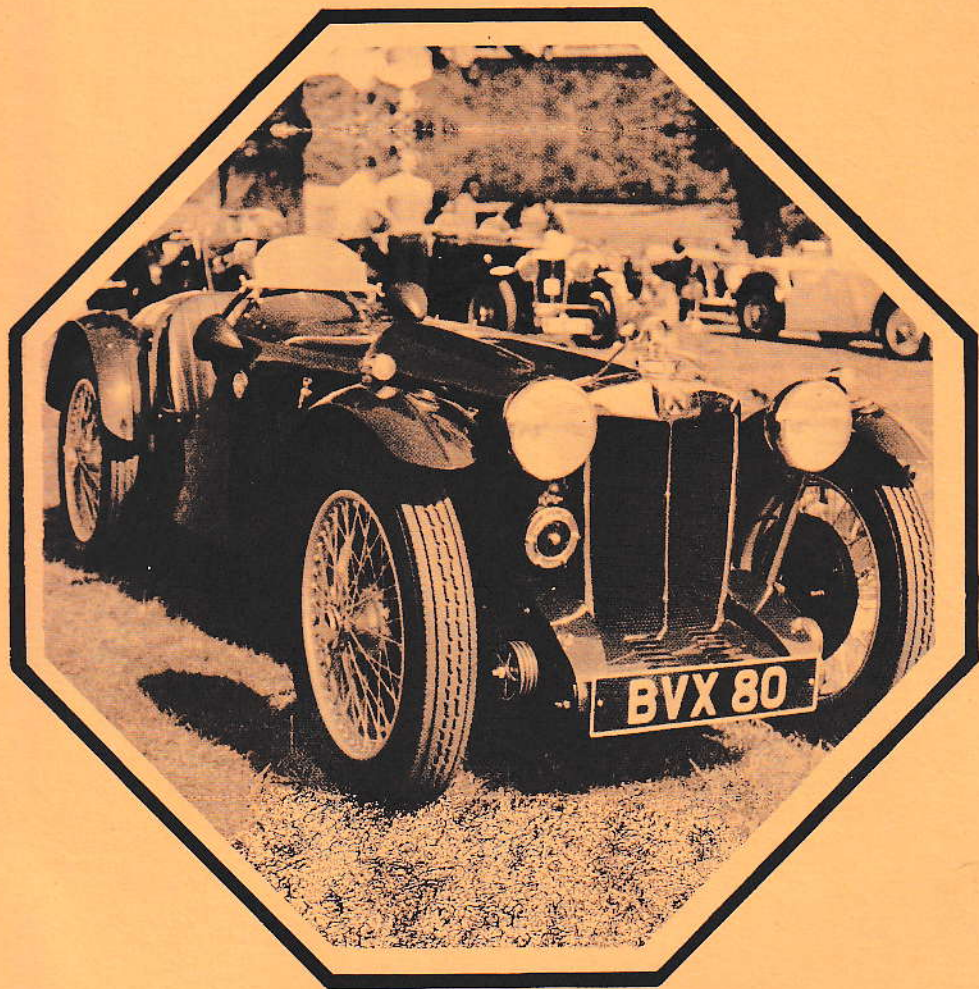
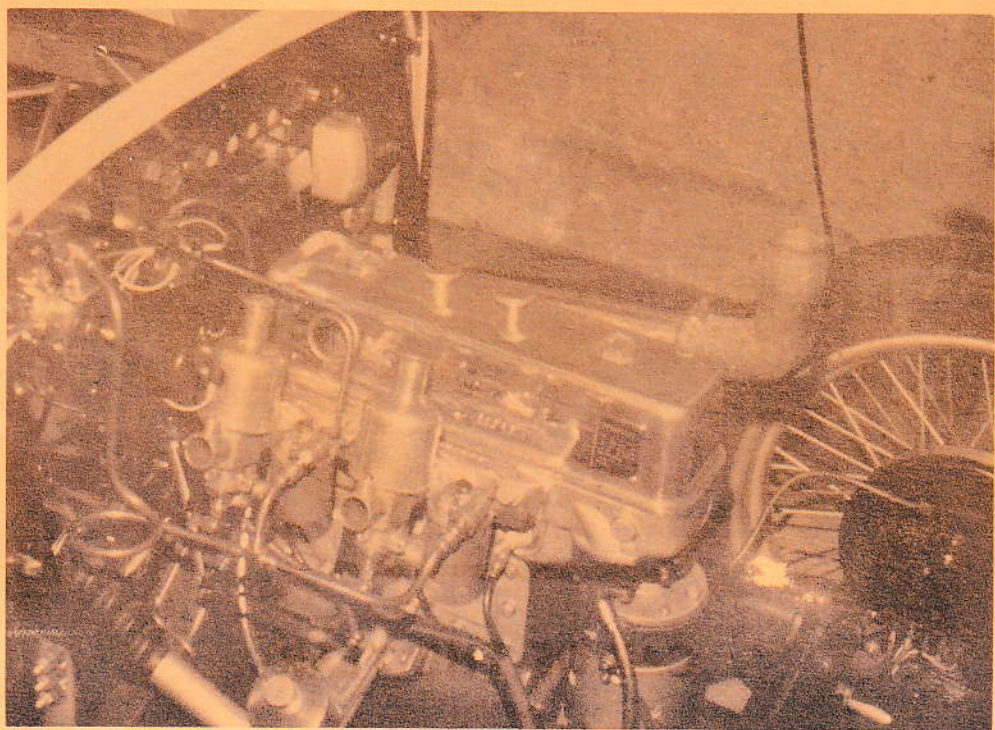
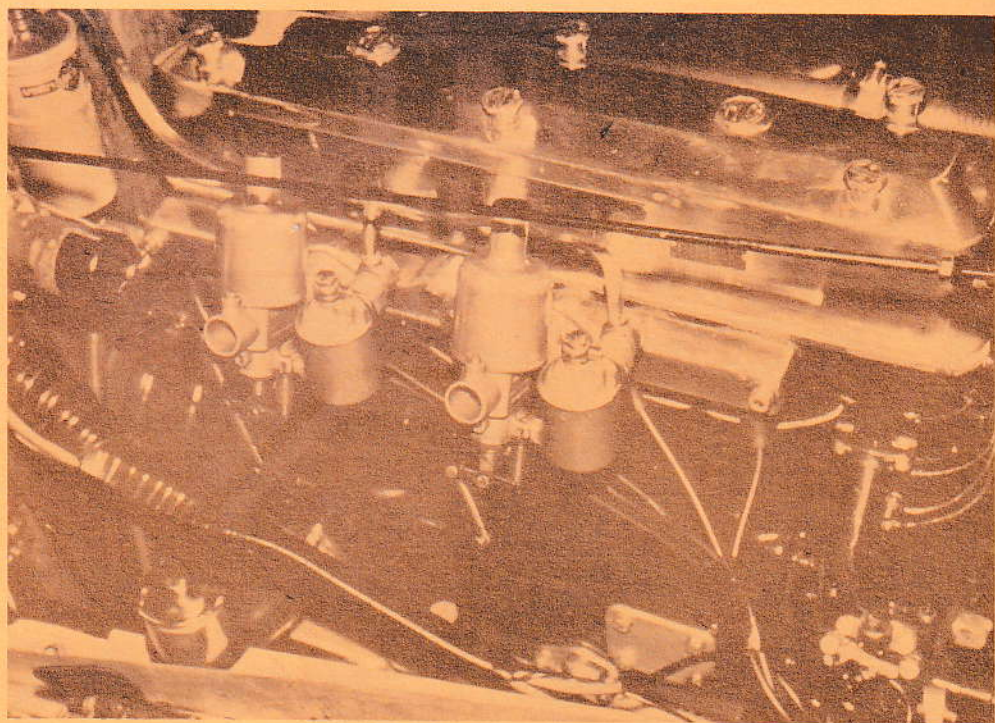




TRIPLE M REGISTER INFOLETTER



CAR OF THE YEAR



M.G. Car Club.

Triple-H Register.

Infoletter No. 57.

Editor. To whom all copy should be sent.

Mike Hanks,

117, Upper Westwood,

Bradford-on-Avon, Wilts., BA15 2DW.

Circulation Manager. To whom all a.e.c.s should be sent, Size 7" x10" please.

Tony Redhouse,

14, Nelson Gardens,

Boxgrove Park, Guildford,

Surrey.

Cover Pictures.

Outside. Car of the Year 1978, Tim Hunt's FB-based special "Bongaroo". One of the "perks" of winning the Car-of-the-Year Award was that one should have one's car pictured on the cover of Infoletter for a year. Good idea, but something has gone wrong because Tim's car did not make its debut until its reign was nearly over. Never mind its an unusual enough car to be worth taking a good look at.

Inside Top. The engine of Gerald C. Rimmer's newly restored L2. This car, HG 2603, is the 1913 "Union" Alpine Rally car, and is therefore a very historic machine. Talking of L-types, the ex-1913-1914 L2 has gone very quiet of late. Do we know where the other Alpine Rally and L.C.C. Relay Race cars are, please Mr. Hon Registrar?

Spark System. Another engine, this time that of Ed Hytt's J2. It all looks very properly done, including, by the look of it, a pop-off valve and a windscreen wiper.

FOR SALE, WANTED AND EXCHANGE.

1. Joe Wintergill, 51, Graham St., Hinton, Wilt., has for sale a new E-type s.w.p. (ycn, brand new in maker's box).

2. Harry Frankland, 6, Ballington Rd., Judd, Leicester, LE2 4JB, has for sale, one pair new, plain door handles for E, D, F, J, or L models, one pair new 1/11T40 bearings as fitted in K-type diff. carrier bearings. He needs 1 spare plug holder (4-plugs), and for a PA, a pair of original trafficators, alternator, ten tooth eductor drive gear and a windscreen mounted mirror.

3. Neltzer Herbert, 293, Rue de Luxembourg, Bertrange, G-B Luxembourg, is restoring an MS 2-seater and needs, H or P type dynamo, H fuel gauge instrument, 8 bolt, 4 star differential, head and frame for pattern and subframe.

4. Alan Githens, Leathfield, 35, Kensington Rd., Saville Park, Halifax, West Yorkshire, HX3 0NF (Tel. 57573), has the following J type bits to swap for P equivalents: pair brake drums, dynamo platelets, crank/dynamo level gears. He also has a KE diff complete but with a tooth chipped. £30 or exchange.

5. James Earle, c/o J.E. Earl Pty. Ltd., 181-189, Bay St Port Melbourne 3207, Australia, needs an L type fly-wheel bearing and clutch plus an P type E.H.V. gearbox with cross-shaft type fitting.

6. D. Fair, Bonella, St. James Church, Birkham, Sussex PO20 7HE, needs history on his PA reg. no. UP 7834, eng no. 155984, chassis no. PA1355. Have you tried Sheila Lawrence?

7. Harry Foster, 23, North St., South Rutherford, Somerset, TA13 3AB (tel. 0460 41133), has for swap or sale, J chassis + eng. plate XV 4256, J handbrakeassy, set 8" brakes, J gearbox, bellhousing, and remote control gearbox, J clutch release bearing, rest of a J clutch crank rod and drag link assy., J cover w/c, J front axle, J temporary carrier, J acceleration "bush" assy., 4000cc J engine parts, J sat. chaf. and wire.

7. (Continued). J propshaft, M block (with hole), small supercharger (make?), M cam cover, J exhaust manifold, Scartilla EVU, Magneto, some small oddments. He wants J pump, J cam cover, a low compression J cylinder head, P type gearbox mounting tube, HEV clutch release bearing carrier, two 19 inch side laced wheels, a P type pull-on switch and a pair of J2 carbs.

8. Helmut Klockner, Haubachstr.. 18a, 2000 HH 50, Hamburg West Germany, Tel; 040 38 00 931, needs for the remains of a J1 saloonette, chassis, rear wings, bonnet tops and body parts. He has to sell or swap an M clutch with fly-wheel and an M gearbox. Its nice to know that you strike a bell with some people, Helmut owns one of those J2s which had cycle wings and S.U. electric fuel pump as a part of their original equipment.

9. Mike Hawke, (address as at the front of Infoletter) is in need of a pair of 8 inch aluminium brake back plates to fit a J2, or info. regarding the kind of car which was originally fitted with such things.

10. Per Gjerdrum, Broveien 3, 1315, Høgdyn, Norway, has for sale;- One windscreen for an FI, two M front shock absorbers, one J2 Marles Weller steering column, one L2 speeds/rev. counter, two P type brake pedal and bracket assemblies, all said to be in good condition. All parts can be delivered free to G.B.. He needs and can buy or swap, two speeds/rev. counters one for J2 one for J2, a metal cover for J2 regulator box, one set brake levers for J2 back plates, one front axle for J2/P type. That's what he says but I think he means J2 because, of course, the P type is different. Tel. 02/540258 (office), and 02/541218 (home).

11. G.J. Roeloveld, Silversteyn 80, 3621, PD Breukelen, Holland, needs a body for an L type Continental Coupé and wants to know who owns the body illustrated on p.6 of the 1976 MM Year Book. Does Nick Sands know?

12. Bob Williams, 19, Leyland Drive, Saltney Ferry, Chester, CH14 0BG, has the following new (NEW) P type spares for sale, rocker bushes (dural) one set 18,

12. (continued), tracker shafts, one pair 04, clutch centre plate alignment tool, 42, pinion setting gauge (back end), 81, vertical drive and dynamo coupling fork puller 25, ram-counter drive attachment (for the crankshaft) 42, brass oil retoring pin 41-50, vertical drive oil seal housing 41-50. Tel; Chester 672692.

13. Terry Holden, 6, Cambridge Road, Wimbledon, London SW20 6NH needs the following parts for his J3 which he is willing to buy outright or part exchange for other BHM bits as available. Supercharger, preferably Centric 160, 220 or 260; uncracked clutch pressure plate; large "flip top" Bonora petrol tank cap; one correct J2 undertray; J type gear lever; black octagonal gear lever knob; pair of original J2 door locks. Tel; 01-947-3833 (home) or 01-491-2700 (work).

14. Jay Hall, 30, Woodlands Drive, St. Albans, Herts. AL4 0WJ, has for sale or swap for J2 items an R.M.V. F Napier crash gearbox in good order complete with remote control. He needs for his J2; steering column bracket, red cap, fuel tank cap, instruction plates for mixture, slow run and brake adjustment, grouped lub. system parts and instruction plates, oil gauge, battery carrier, lower front wing stays (cycle type), rear wing stay, scuttle top panel, brackets for side fairings, complete bonnet, bonnet catches and lugs, chassis clamps and handhoof for spare wheel carrier, door locks, seat squab adjusters, complete windscreen assembly, hood and side screen frames, thermo. gauge, K62L Retax headlamps, ammeter, starter switch, light switch, horn/dip switch, round junction box, junction and fuse box type (JF2), inspection lamp sockets, horn brackets, electric wiper assembly, starting handle, horn BF973 Allette, mirror type Lucas 203. Tel; Saint Albans (0727) 64311.

15. James Hobbs, 15, Bathwick St., Bath, BA2 6WY, can supply (in some quantity it would seem), tungsten points mounted on 4BA hex.-headed studs with nuts 50p per pair (ideal for replacing worn points on cut - of - date points sets), 5/16" BSF ordinaum plated high

tensile bolts, 24" long, threaded $\frac{1}{2}$ " 6 for 12 and 14p. each thereafter; $\frac{1}{2}$ " BSP cadmium plated high tensile bolts, 18" long, threaded $\frac{1}{2}$ ", 6 for 55p plus 5p ea. thereafter (for clamping M&M 12" brake cam lever to shaft); 5/16" BSP $\frac{1}{2}$ " long countersunk screws (steel) (for fixing M&M 12" brake drums to hub flange); 8 for 45p plus 4p each thereafter; cadmium plated nuts which may be ordered only with bolts, 5/16" at 4p each, $\frac{1}{2}$ " at 3p each and 1p each for cadmium plated spring washers. There you are, you can still buy something for 1p these days. James may be able to obtain other types lengths and sizes if there was sufficient demand.

THOUGHTS FROM CHAIRMAN MIKE.

A happy and successful 1980 to everyone, especially in connection with their M&M motoring. I am hoping that in 1980 we will all use our cars the more and derive greater enjoyment from our M&M motoring.

Believe it or not, we are better placed now to use our o.h.c. M.G.s than at any time since the war. There are a greater variety of good "expendable" parts available at quite reasonable cost compared to their modern counterparts than at any time I can remember. Furthermore, there are even professional people prepared to carry out work on our vehicles and major up to far reasonable charges, so perhaps within the next few years with fuel becoming more expensive there will be a return to the one car family and for us that could be an M&M car..... Nice thought. But in the interim I hope that you will be encouraged by this availability of parts and expertise to use your cars, particularly at Club meetings, throughout the coming season.

The winter this year has, thankfully, been much milder than last so that we can now think about

getting to grips with the maintenance jobs to be done. Particular attention might be paid to spring trunnions and brake cables, which in my experience get neglected. My own tip for treating these is to use a mixture of 50% diesel fuel and 50 gear oil and literally wash all the muck off with this, using a stiff paint brush. This is preferable to water since it will not form rust and acts as a penetrant through the cable casings carrying some lubricant through. It is an incredibly messy operation but well worthwhile as a preparation to routine oiling of these components. Please never-NEVER grease any part of an IBM chassis except the rod ends king pins and wheel bearings. 140 gear oil is the stuff to use. I also believe in oiling road springs with the aforementioned diesel/ oil mixture.

I trust that this little tip will be of some value to you, but don't expect your girl friend to be too enthusiastic about you afterwards - it has all the attractions for the fairer sex of a London traffic jam - so don't blame me!. Make sure you bath, then use some more conventional cologne.

Hope to see you out and about in 1980.

EDITOR'S NOTE.

We (that is Tony and I) hope that our second offering is a little more legible than our first. We had some teething problems and hope that practice plus another source of master stenols will bring about an improvement. We've even tried some diagrams later on.

L. James Evans of Laureston (PB 0330) sends us two tips. To really prevent the rear axle oil from finding its way along into the hubs and mixing with the grease and ultimately finding its way onto the brakes or onto the wheel spokes, fit one or two "O" rings in place of the cork or bronze oil seal. To retain these cut a 1" long piece of alkathene tube and machine or file the ends true. This should be a good fit inside the axle casing but of sufficient internal diameter to allow the half shaft to be quite free. Clean inside the axle casing with a petrol soaked rag for about three or four inches and dry off. Then smear a little gasket cement and press in the alkathene bush. Its outer end should finish up about 1/4" inside the axle casing. Take a second alkathene bush 1" long, true up the ends and fit over the half shaft. Select an "O" ring that is just tight on the half shaft and also just fits the inside of the casing. Fit the "O" ring over the half shaft, wrapping some paper round the splines first to prevent the ring being damaged by any burrs. Feed the half shaft into the casing and press in the "O" ring and second bush with a little more gasket cement. Coat half shaft with KP90 where the "O" ring will be seating. Coat hub and flange with gasket cement having previously removed all burrs etc.. Put it all together... it works!.

2. Also, some while ago he had his petrol tank repaired by Sorex Services, Stonehouse RM14 St., Plymouth. They did a good job.

3. Bob Williams tells us that the Austin/Morris 2200 1972 ex. "Radiator Hose, Bottom Unipart No. GRH 476" is a good substitute for the top hose for the P type. (And most other MM types too, one supposes.)

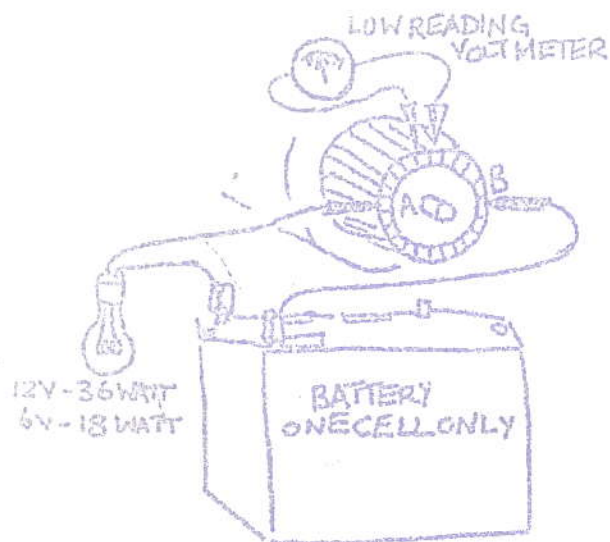


Fig. No. 1.

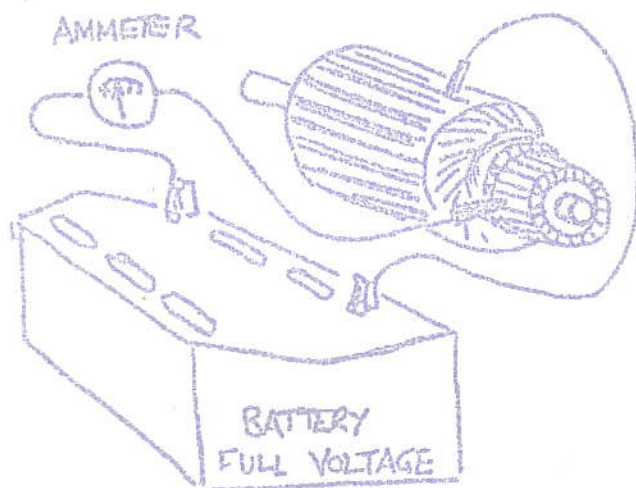


Fig No2.

be suspected. If confined to one conductor it may not affect the output but overheating will take place and this could lead to more expensive damage. The problem may be overcome by cleaning the armature carefully, then dipping quickly in lead free petrol and scrubbing lightly with a tooth brush. Dry by spinning rapidly (in a lathe?) until all the petrol has gone. This is vital. Leave the armature for two hours and then bake in an oven for four hours at 250°F. Remove and coat whilst still hot with insulating varnish (shellac).

The insulation resistance of the armature can be tested using the set up in fig. 2. Run one lead around the commutator with the other held firmly on a metal part of the armature. NO reading should be obtained if all is well. If the needle swings hard over, one conductor is touching the iron frame. The baking and shellac treatment may cure this.

The field coils should be cleaned and tested for continuity and earthing as described in "Blower" page 338 for the T types.

Starter Motor. Most good auto electricians will be able to test a starter motor, quickly and simply. The tests described above for the dynamo can be carried out on the starter. If you do a motoring test, i.e. run it on the bench with no engine for it to turn, be careful as it will run up to a dangerously high speed very quickly, which will damage the armature.

5. Colin Butcher (referred ex-AM Register Secretary), has sent some useful info., the first item being in the form of an explanation of an earlier tip.

"I think as was in the last Infoletter that Phil made some reference to my brasing up hemispheres for a Marlex Weller steering box, and whilst I am a bit reluctant to mention things like this in this day and age when so many beautifully original parts are available, the badge was so successful that it might be worth a description. It originated at the time when oversize hemispheres were not available, and whilst I had the rocker run ground and housing rebushed, there was

still some play left when the box was reassembled, which I traced to worn hemispheres, and/or worn worm track. I tried to have some oversize hemispheres made, without success, so as a last resort I ran a thin layer of silver solder over the flat surface of each of the four hemispheres.

Silver solder is of course pretty hard, but very much easier to work than brazing spelter as it flows at a lower temperature, and I found that, as the hemispheres are so small, they heated up rapidly, and in doing so, I hoped that the heat treatment of the original metal would not be too disturbed. As I had the box dry and clean on the bench, I was able to hand grind the hemispheres until an absolutely perfect fit could be obtained when the hemisphere supporter was offered up to the worm track.

I ran the steering box like this for several years, and when I checked it recently, I was pleased to find that there was still no measurable play at this point. The surface of the silver solder is now nicely polished, but as I say, there is really no play at all. It seems to me that even oversize hemispheres which presumably come in one or two specific sizes, may not remove all the play produced by a worn track, whereas with care and patience, my method can result in a perfect fit."

6. Colin also says:-"I enclose a list which I extracted some time ago from a piston catalogue, of a number of 60mm pistons which might be usable for PB engines. I left out the really exotic things like Anzani outboard pistons, or those for an Allis-Chalmers tractor, but have included everything else of likely size. I imagine that those with a compression height of less than 36mm are not worth considering, other than perhaps first in a blown engine and similarly those with compression heights excess of 38mm must be suspect, especially if the head has been planed unless the piston allows some metal to be removed from the crown. Also, whilst I am sure the standard small end bush of 14.29mm bore can be opened out to 15.88mm, I doubt whether it would be possible to make the 1952 H.R.G. piston fit with its 17.59mm dia. pin. It might form the basis for discussion however, and I wonder if anyone else - perhaps

by Wischer or Colin Tiesche - knows."

50 MM PISTONS.

Vehicle	Year	Ref.	Core.	Comp Height.	Pin Dia.
M.G. PB	1936	5684	60	36	14.29mm (9/16")
Volvo	1936	RS 7805	60	42.86 (1 11/16")	15.88mm (5/8")
Armstrong-Siddley	1938	RS 7797	60.46	41	15.88mm
Armstrong-Siddley	1939	RS 8499	60.96	41	15.88mm
Austin	1936	RS 7672	61.213	33 (1 5/16")	14.29mm
H.R.C.	1952	S 9998	60	37	17.59mm
Jaguar	1935	RS 7774	60.324	34.93 (1 3/8")	15.88mm
Morris	1934	RS 7801	61.25	35	16mm
Singer	1952	RS 7782	60	34.25	14.29mm
Standard	1940	RS 7816	60	38.1 (1 1/2")	15.88mm
Triumph	1935	4557	60	39.69 (1 9/16")	15.88mm
Triumph	1933	3406	60	39.69	15.88mm
Triumph	1935	RS 7783	58.62	39.69	15.88mm
Riley	1963	15037	62.961	38.05	Hot Known
Austin Mini	1967	172497	62.961	38.05	Hot Known
Bernard (Commercial)	1944	S 11192	60	35.25	16mm
P & H (motor cycle)	1954	10035	60	39.69	19.05mm (3/4")
Vauxhall	1948	RS 8243	61.5	39.69	19.05mm
Vauxhall	1948	RS 7681	63.5	39.69	15.88mm
Volvo	1936	RS 7802	61.5	42.46	15.88mm

WINNERS OF THE YEAR AWARD.

1. Mike Hawke	J2	133 points
2. Tony Dolton	PA s/o	109
3. Steve Dear	PA s/o	91
4. George Ward	K1	70
Patrick Gardiner	J4 Rep	70
6. Tony Woodhouse	PB	65
7. Mike Howson	J2	61
8. Peter Green	ND	60
9. Ralph Bateman	J2	51
Andrew Smith	PB	51
11. Rod Stormes	PA	47
Ian Davison	PA	47
13. Chris Lewis	PB	45
14. Derek Moore	PB	44
15. Peter Cranage	H	43
Tim Hunt	PA	43 "Bongaboo"
17. Marrio Dean	M	40
18. Dave Cooksey	C	39
19. Keith Portsmouth	M	32
20. Alan Grasson	PA	31
21. Philip Bayne-Powell	K5 s/o	30
22. John Wilkinson	J2 s/o	29
23. Paul Fletcher	PB s/s	27
24. Robin Smith	J2	25
25. Ian Comen	J2	22
26. Ian MacKay	J2	22
27. Philip Vonnables	H	12
Peter Varne	K3 Rep	12
29. Ron Yates	PA	11
Bryan Bowles	H	11

There is a fiendish plot afoot to keep this coveted trophy in Scotland for 1980. The address of the scorer, John Adams is not as given on the back of the Envelope. That on the Year Book is correct, i.e., Lamorna, Recreation Rd., Dargfield Garsen Berks. Pay no attention to the false info. which your dishonest editor is distributing.

RACING CHAMPIONSHIP 1979.

1. Tony Bolton	PA s/c	109
2. Patrick Gardner	J4 Replica s/c	52
3. Peter Cunnage	K	33
4. Tim Hunt	PA "Bongasoo"	33
5. Ian Davison	PA	31
6. Mike Morgan	J2	29
7. Andrew Smith	PA/J2	28
8. Robin Smith	J2	20
9. Ricardo Boer	M	19
10. Mike Hooke	J2	18
George Ward	K1	18

SLASH TROPHY 1974-1979.

1. Steve Dent	PA s/c	24
2. Charlie Lewis	PB	10
3. Ian Gatch	PA	7
4. Alan Crossman	PA	7
5. Andrew Smith	PB	7
6. George Ward	K1	6
6. Brian Hopkins	J2	6
6. Bryan Bowles	M	6
9. Mike Hooke	J2	5
9. Basil Moore	PA	5
11. Ian Davison	PA	4

There you are. It looks as if one needs a P Type if one is going to set the totals world on fire. The difference between these two championships and the far off the Year Award is that these are scored by drivers not by cars. I think that's right.

MAKE SURE YOU CLAIM LOTS OF POINTS IN 1980.

Donnell Memorial Trophy winner, written....

I have been competing regularly in MM events since 1967 and have only once contributed to the Infoletter or Year Book. On that occasion I described the problem of fitting a P engine into a J2. Time has now turned full circle as I am now returning the J to the correct specification and I've lost my copy of the relevant Infoletter! Steve Dear has suggested that I write another letter about putting a J back into a J etc., all terribly confusing. Humour aside it does seem a good thing to put pen to paper and chat about the things. I've learnt trying to make old M.C.s go faster. Some mistakes are easily made and can be expensive, perhaps I can help others to avoid falling into some pitfalls. I'm not a qualified engineer and everything I have learned is by practical experience and mountains of advice from, in particular Mike Allison, John Adams, Colwyn Gann, Steve Dear and almost everyone else.

The most important bit is the power unit and since 1968 I've used the same PB engine and gearbox, albeit with two blocks. The engine is considerably modified, particularly at the bottom end. Some time ago the Club had six P cranks made and one ordered by John Adams was machined to suit Triumph Bonneville con-rods (necessitating a shorter journal length.) After my monumental blow-up at Brands a few years ago John sold me the crank and a set of new rods. My sincerest thanks to John but what a job for my poor father who I persuaded to do the fitting. If anyone is contemplating fitting Bonneville rods to a P, my advice is "Don't". The rod is much bulkier than the standard P and the small end doesn't protrude out of the bore far enough to get the oilpin in. This necessitates grinding away the bottom of the bore without breaking into the water jacket and grinding away the rod where the bolts enter. If you go too far its no good crying "Help".

Having got the piston and rod assembled on the crankpin and the crank turn 360° - no chance, you now need to grind more away from the lower bore recess because the rod cheek is too wide and fouls on the way up. The crank had to go in and out about 20 times before it was a h.o.

I use a well tin lined babbit bearings because the crank is pretty soft and you can't beat babbit if the fatigue strength is ok. This means the engine was full of 'proverbial', sheer carelessness during building, but its amazing how much dirt babbit will take. A few tips: its always worth ensuring the crank surface finish is really good and if you want to convert to thinwall bearings, the B&B 'A' series bearing will fit the P rod, all you have to do is gently file away the back of the bearing horns to allow the bolts to pass through.

The rest of the bottom end is fairly standard, not much lost really, the flywheel is lightened and everything is balanced and the clutch is 100% standard, no J bits anywhere! I keep piston ring gaps to 0.015" min. and bores fairly sloppy.

The top end is where it all matters but I do believe a lot of people spend unnecessary money. The trick is the valve timing and it really is essential to set up the head correctly with the rocker bushes positioned accurately. I don't grind my valve stem tops but follow John Adams' tip and grind the bottom of the rockers. It's much easier, all you need is a Black & Decker drill and a simple composite grinding disc. Hold the rocker straight by mounting on a spare rocker shaft while grinding. It sounds and is pretty Heath-Robinson, but it works. I set all clearances to 0.010 to 0.012", even on the J engine. Having set everything up its worth checking that the combination of crank, dynamo, vertical drive and camshaft teeth add up correctly. If you think about it there are various combinations and one is dead right. I'm still using the original worn camshaft, rockers, bushes and shafts. One day I'll buy some new parts and I bet the car will go slower. I want to try HE timing but I can't help feeling that with a blower this won't be an improvement. Another interesting point, I've never burnt out a valve. They are competition material but six seasons and no sign of wear is remarkable. I use a solid 16 gauge copper head gasket which I consider essential for a blower engine.

Position 1st Lucas wiring map etc with no automatic

...the motor, but the ignition, it's the
first one of burning holes in pistons. If people don't
get my measurements, I retard the ignition by turning the
body clockwise. Colvin's advice for setting the ignition
rod valve, about ten seconds around Donnington, in fact,
hasn't been too conservative, far too safe. Run the engine at
1000 rpm and set the ignition on peak revs but so that more
rotation just results in a rev. drop. It was a hell of a
lot advanced than normal for me. I was lapping in about
10 that day, not far off Colvin.

As a Roots type cabin supercharger (Marshall 75 gals), mounted
between the dumb irons. It was a bit tricky modding
unit for vehicle use but it's been the most reliable
part of the car. An SU 1 1/2" carb., possibly off an MGA Twin
with RA needle and 100 jet plus yellow piston spring
completes the package.

As far as the rest of the car is concerned everything is very
standard mechanically. I've never stripped the gearbox and I
have been using it since 1965. Rear axle ratio is 7:37. Tyres
are 5.00x16 Avon Tourist on the front and either 5.50x16
Avon or 6.00x16 Turbospeed on the rear. The car pulls over
1000 in top at Silverstone on 5.50x16 so I prefer to use
6.00s which help a little. One of these days I'll try an
8:39 diff but I think 8:41 will be about right.

I've never had any trouble with the original F type brakes as
long as the linings are relatively soft. Axle tramp has been
a problem and torque reaction rods both front and rear have
proved essential.

I've never played around with fuel, petrol being ok with 8 psi
jet max., but I normally use Castrol R40. You have to build
a leak proof engine if you are using R because its such good
anti stripper.

Now MHI members who may be thinking of taking up racing -
stop thinking and do it. Our cars, whatever their state of
tune, are generally competitive in their class and reliable.
In ten years of racing I've had very little trouble except
for the catastrophic rod bearing failure and all the signs are
there. Next time I'll stop before it happens (famous
last words). I think the car is just about as fast as it can
go without running into reliability problems, it could do with
a top speed around Silverstone but round Oulton Park and

General Riley is a very fast car. In fact the Riley outgaited the other cars. It was back Colin Hendy in the TF Sprite four laps to get past whereas at Silv. Stone the Riley is far quicker. All a question of gearing I suppose.

Anyway I hope this proves of interest and if anyone has comments or suggestions, let's hear them. I expect next season the handicapper will have the better of me, so there's nothing for it but to go faster.

Tony Bolton.

STAMP PRESS, FOR SALE ETC.

16. D. Brainwood, 4, Bensonsfield Rd., Melton Mowbray, Leics., Tel: 0664-4454, needs a pair of headlamp wingstay brackets for an FI Magna. Swap or sell J2 'head, M rocker cover. Or can anyone lend a pair of brackets for copying??

17. John Inglis, 2, Seafield Ave., Aberdeen, needs a pair of 'house roof' type front wings for his M type.

18. Guy Gregory, 20, Abingdon Place, Potters Bar, Herts., has a K type manual in very good condition for sale, £20.

19. John Batty, 107, New Rd., Great Wakering, Essex, Tel: 0702-218353, needs for his L type, (L2), block, rear housing, rear bearing housing, flywheel, clutch & thrust bearing, pulley, worm gear, bevel gear (crank), oil & water pumps, oil filter, water & oil gauge taps, oil filler, camshaft stands, inlet & exhaust manifolds, pair 1 1/2" SU's, bellhousing cross-tube & rear side mounting, cut out control box, junction box, seat adjusters (J2?), undertray. He has for sale a PA in need of restoration with some chassis work done and completely rebuilt engine, clutch and gearbox.

20. Tony Hoodhouse (tel: 0435-51929), needs a parallel yoke for his dynamo.

21. Peter Long, 35, Wellington Rd., Ashford, Middlesex, Tel: Ashford 45293, has for sale or swap, lever rad. cap, P dash switch, P cylinder head, Brooklands steering wheel, 3xK type back plates, some K divided track rod bits, 2x bucket seat shells, sundry K type brake parts. He needs, set of K body mounting brackets, K/L type "divern helmet" dash lamps, J/L cut out, 2x large duplex front Hartford shockers, K/L front oil pressure pipe, 9" Rotax headlights, rear Hartford link

THE NOTES.

A reader has asked me where the chassis may be to be found on an R-type; because he believes where such a chassis may be found, I do not know the answer but believe the question to be irrelevant because I think the RA- as common with the NS, J4 and QA types has all the chassis accounted for. They are among our most persistent of cars and RAs have made fewer public appearances than any other BMC model in the last 25 years.

However, let us see if we can count up to ten.

Taking the twin-carb cars first, RA0253 is in the Northward Trust Museum, New Zealand. When last heard of this car had no blower, a cracked hood and a fibre-glass body. RA0257 and RA0258 are in the Syd Bear stable. 0257 is as modified by Bob Hilton but all the original bits are available. 0258 is very much as her 1938 form except that two stage Marshall blowers replaced the Miller when I last saw it.

Turning to single-carb cars, RA0260 is also with Syd Bear but is believed to have a number of missing parts. RA0259 was owned by Pip Bucknell in Australia (I nearly bought her in 1969) and is believed to be owned now by Rod Hilley in Brisbane. RA0251 is the Duerden car in Leeds. Although it has been advertised for sale in the press, I do not think it has actually been sold. In South Africa is RA0255, believed to have a Riley engine. The fourth car in the Houghton collection is, I think RA0256, the car W/c Kilman-Brown owned in about 1965. That leaves RA0253 and 0254. One of these is owned by Robert Duff and has not seen the light of day since our Jubilee Parade at Silverstone (er, the 1955 one), while the other is under rebuild in Germany. But I do not know which is which. Does anyone know any better? Could we have a car down on the NSs, J4s and QAs please?

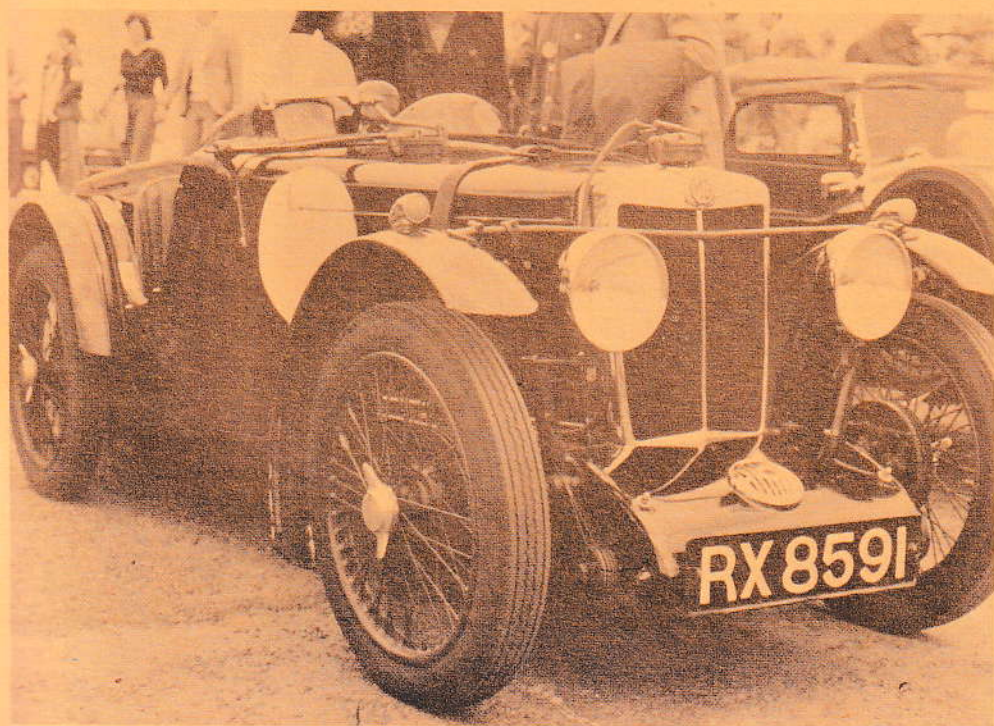
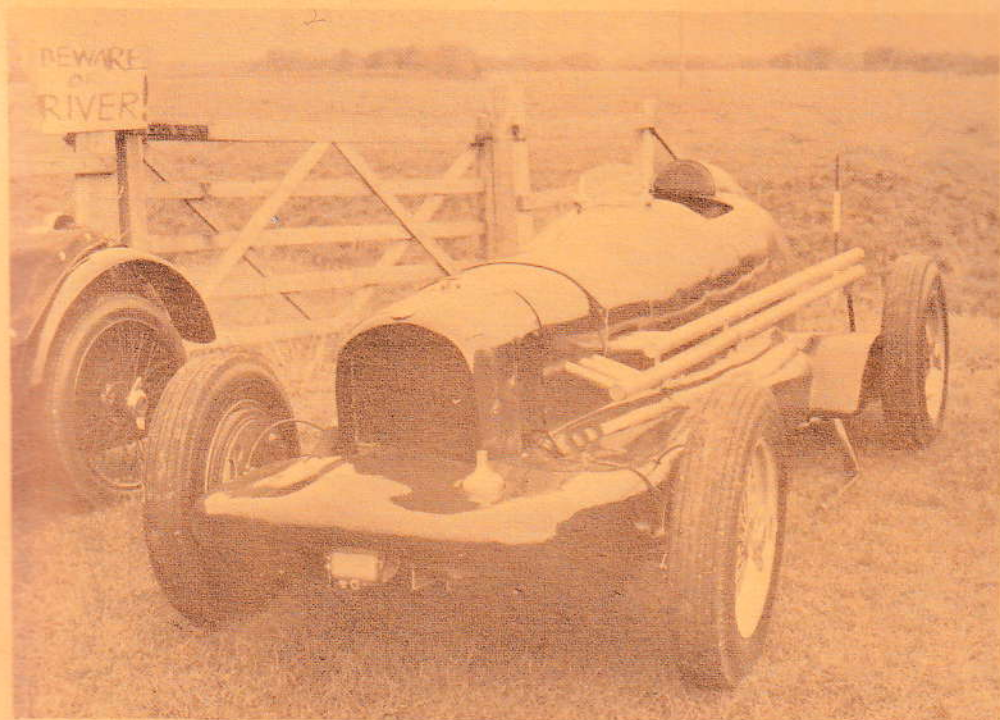
Cover Pictures.

Inside Top. Mike Hawke's reconstructed K3 at the 1970 Cheddar meeting. Recipe: take one rusty K3 engine from a chicken run; ditto gearbox from next door vet's waiting room; back axle and bits of back end from a builder's/scrap yard; transport the whole lot 9,000 miles; find Ki chassis to form front end; buy XPAG-engined special for front axle; cadge the original red. from helpful chum (P.E.); fabricate original-style body from sheet alu. The front apron is too high because it covers a modern Wade blower but a No. 10 Powerplus is now to hand and the whole front end will be much lower when we (eventually) get it running.

Inside Bottom. David Cooksey's G-type. This is one of the most desirable of BHM cars, having the 11-1/2" head and single d.d. SU carb... It goes very respectably (Silverstone lap time circa 1min. 37secs) and has given its owner much enjoyment at venues as widely separated as Thruxton and Newmarket.

Outside. An E-type with body by Fritz Kasser & Co. of Herblanthen, Switzerland. Two such bodies are thought to have been built, differing in detail. Their present whereabouts is not known. This picture gives the impression of a comfortable tourer - which it was but it does not show the two spare wheels which were hooked on to the back of that lengthy tail !.

Final note. Closing date for copy for Infoletter No 38 will be mid-April when I get back from my Easter Hols..



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