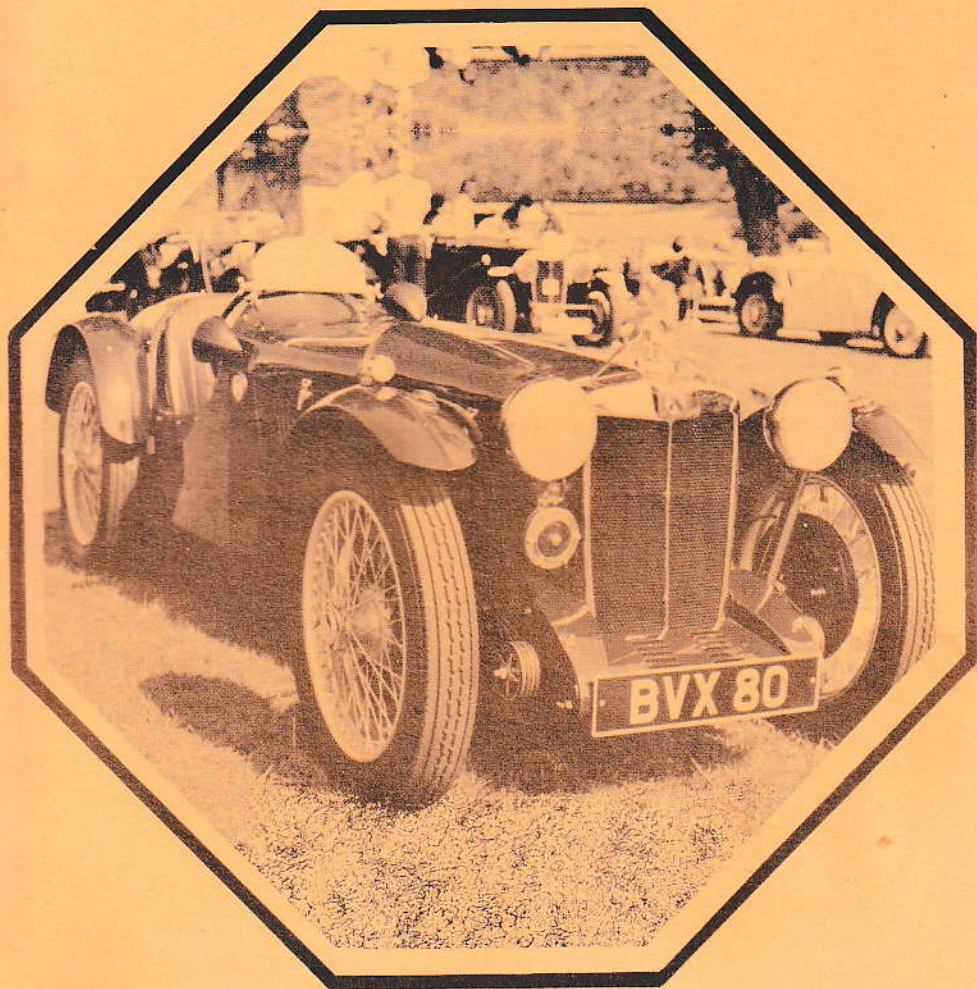
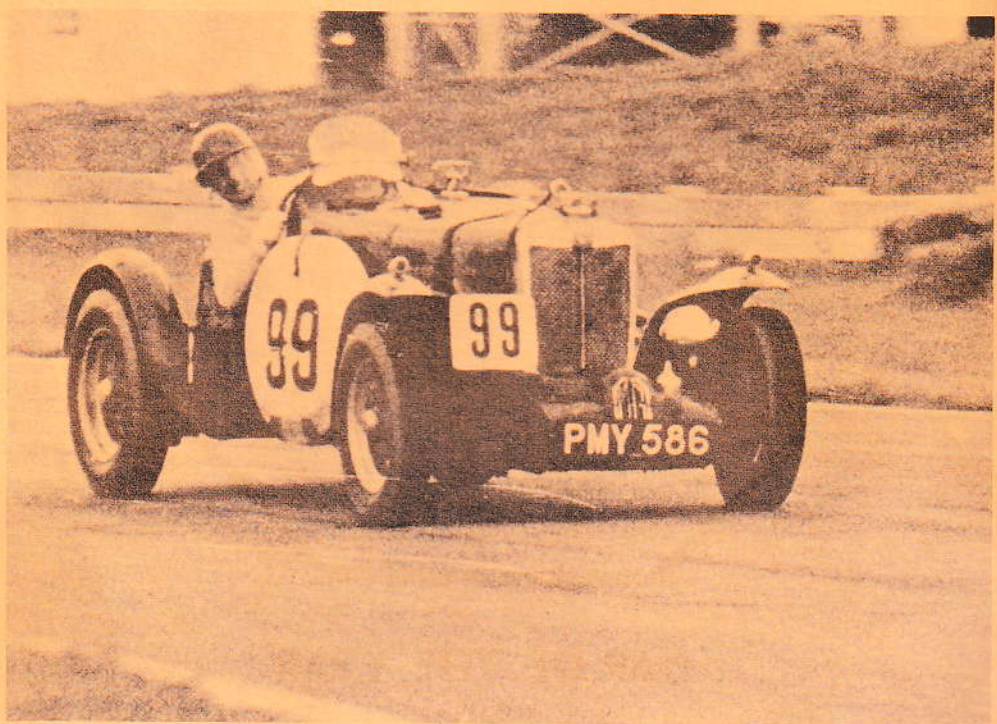
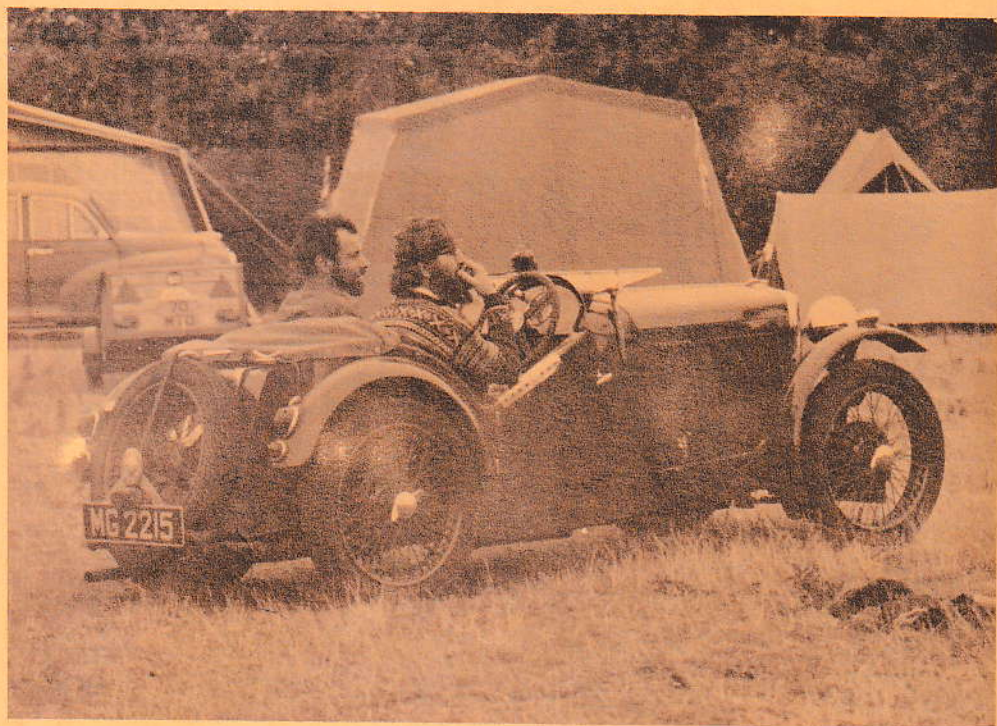




TRIPLE M REGISTER INFOLETTER



CAR OF THE YEAR



M.C. CAR CLUB

TRIPLE-M REGISTER

INFOLETTER No. 59.

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COVER PICTURES.

Outer Front. Car-of-the-Year 1978. Tim Hunt's PE- based Special, "Bongazoo". An this is the fourth cover picture you have had of this car. I am running out of things to say about it. Help me out for the next two, please Tim, with info on when you are going to fit a bumper etc..

Inner Front.

Top. Eric Worpe and Nick Sands competing at Hucking in 1976. Yes, that is a J2, which makes me wonder why Nick is looking puzzled. Is he foxed by the test, or is he wondering what has happened to his usual L - type mount?

Bottom. All Nick says is, "Capt. Elwin Jones at Goodwood 21/8/54 in QA0255". This is odd, because I have a large picture of a Q-type bearing this reg. no. and having road gear just like this car which was cut out of a 1955 Motor Sport in which the chassis no. is quoted as QA0254. The car was for sale at a garage in Bromley.

Continued on back page.

Tim Hunt writing:

I am going to stick my neck out and say that whilst I have a great affection for most MG models, my passionate and almost singular interest is for HFI models. To this end I find that I look forward to Infoletter very much more than I do Safety Fast.

You gallantly volunteered to step into the breach recently to keep the publication going, and I for one am fully appreciative of your efforts. However, being as objective as possible about the future, it would be reasonable for you to give up the struggle if you are not given more copy than was available for the last issue. Believing that I am not the only one who would not be happy if we did not have our own HFM publication, I am going to make one or two suggestions. The two main grounds for people not writing are:-

1. What shall I write about?

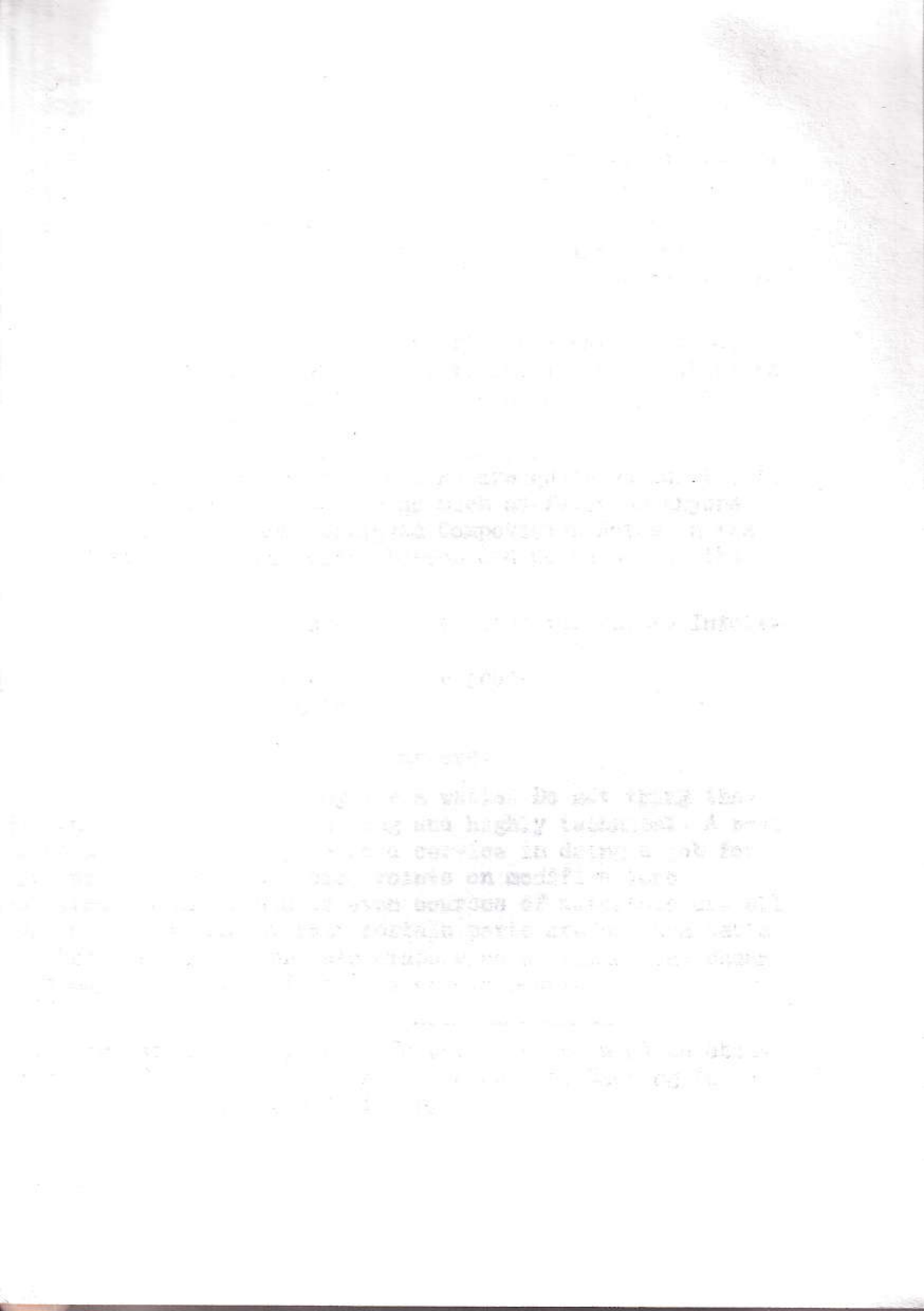
2. Having thought about a subject, rejecting it as being a subject which everybody knows about.

To take point 2 first. There are not many professional engineers amongst our membership, and I think it fair to assume that most of us maintain our cars from experience - either self taught or learned from others. I have been playing with HFM cars for only eleven years and am fortunate to attend a matter which is almost singularly HFM members and very well supported, but it never fails to amaze me how often seemingly obvious technical points are being argued about. The truth of the matter is that most of us do not know all the answers. Let us take an example; how many people know the correct way round that the king pin cotter pin should be fitted? Should the nut sit on the wheel stop or the head of the pin? I would take a bet that if the correct answer were printed here 50% of us would be swapping cars around!!

I therefore ask everybody never to think that some material is too "obvious".

Now to deal with point 1, what shall I write about?

I suggest that we take a section of our cars for each Infoletter, for tips, hints, facts, experiences etc.,



John Goodacre, 19 Albany Avenue, Eccleston Park, Prescott, Lancs., has a K Type front axle to swap for P Type goodiear.

4. Elwin Sapeste, Marleliff Farmhouse, Bidford-on-Avon, Alcester, Warwickshire, B50 4NP, has his 1931 J Type for sale. Reg. No. WX 5424. Winner of many past concours and still very tidy. Has C Type camshaft and new tyres and battery. Offers around £4,000.

5. Red Martin, 21, Milverton Crescent, Leamington Spa, Warwickshire, has for sale a new N Type front apron as supplied by the BMW Register Spares Service, £20 plus postage. He needs a pair of spring bases for N Type driver's seat shells and a Rotax AT1174 dynamo.

6. Helmut Klockner, Haubachstr., 18a, 2000EH 50, Hamburg West Germany, Tel; 040 38 00 931, needs for the remains of a J1 Salomette, Chassis, rear wings, bonnet tops and body parts. Also a gearbox, front axle and front back plates. Helmut sent me a picture of his J2 racing in Germany. It came 3rd. behind the ex-Gasoff Alex J4 (the red one) and a Bugatti.

7. Roger Thomas (address in Library Supplement), needs a P Type gearbox with a good second gear, and information regarding the fitting of a Godfrey Blower to a P Type (what is a Marshall).

8. Don Howard, 9, Linden Gardens, Bath (Tel; 26797), requires a J2 cylinder head.

9. Rick Knight, Lochead Cottage, Butterstone Loach, Winkfield, Perthshire, (Tel; 035-04-238), has for sale a P Type 2-seater body, complete wooden frame, assembled and ready to paint, a P Type rocker box, and four 12 inch brake shoes which have been modified for hydraulic operation. He needs a Radiator cowl, a pair of carburettors and a front cross tube for the chassis, all P Type. He is also looking for a Hornet 015 blower.

How's the weather today?

I may be able to contribute a morsel to the current topics from Infoletter No 58, as here goes:-

Firstly, the improvement in the duplicating is much appreciated. I know it is easy to criticise and much more difficult to do a voluntary job but the previous two issues had been rather hard going. I had to try two different pairs of glasses and ended up reading it with none at all!

Re the gearbox topics exhibit A could have been from a later Morris Minor because the 1934 (I think) model, with side-valve engine and hydraulic brakes did have a 4-speed box and retained the fabric U/Ja on the prop shaft. I had one of these but cannot remember a lot about it but I think it had the general characteristics shape of the S/P gearbox but with long shippy lever and, I think, extremely wide ratios. Is John Wragley, Station Rd. Garage, Hounslow still in business? He was the expert on Morris Minors and kept all manner of spares, many years ago.

I cannot really contribute on the other exhibits except that possibly the Morris Taxi of the period may have used them as well as Wolseley Hornet as well as other Wolseley cars (was it the Wasp?).

Re the photo on the inside back cover of the Evans' C Type, surely RX 8306 was the Works' demonstrator of the period and used for "Motor" and "Autocar" magazine tests? Did this pass to the Evans' after being in Works hands for a time? I am not absolutely sure not having my copies of the Brooklands books to hand, but the reg-no seems to ring a bell somewhere.

Thank you Robin. The praise for the improvement in printing must go to Tony. RX 8306 certainly belonged to the Evans at the time of the photo - but it was NOT their spring car. The full story comes later on in this Infoletter.

The HM Register Librarian is Roger Thomas, Kintorley House, 3, Kintorley Close, Kow, Surrey, TW9 3JG.

He has the following material on offer:-

To Borrow: Copies of workshop manuals, most models.

To Purchase.

Possible copies of original factory publications. These are not Xerox, but are printed copies using similar paper and some are in colour.

- | | | |
|-----|--|-------|
| 1. | "J" Booklet, 8 page, colour..... | £2.00 |
| 2. | "F" Leaflet, colour, Fl and Salomette..... | £1.25 |
| 3. | 1935 Broadsheet, PA, PB, HA, HB in two colour..... | £1.25 |
| 4. | "M" Leaflet, colour..... | £2.00 |
| 5. | "J" ceiling chart, two colours..... | £1.00 |
| 6. | cpo " " " " | £1.00 |
| 10. | 1930 Broadsheet, colour, 18/80 and H..... | £2.50 |
| 11. | 12/12 H leaflet, two colours..... | £0.75 |
| 12. | May 1933 Allingham/Airline leaflet, 2 colour..... | £1.25 |
| 13. | March 1933, "L" leaflet, colour..... | £2.00 |
| 14. | "D" leaflet, colour..... | £2.00 |
| 15. | "K" Booklet, colour..... | £2.00 |
| 20. | "D" Parts List, 28pp., black and white..... | £2.00 |

ALG: 3

Back numbers of NIM Year Book, 1972, 1974, 1975, 1976, 1977, and 1978. Price £1.00 each, no VAT.

Back numbers of IIM Infoletters, various, state needs.
Price \$0.25 each, no VAT.

Profile Publication "M" Type booklet, a detail history tracing the development of the "M", by Wilson McComb.

Price £075 each, no VAT.

Photographs, mostly period, showing new cars, factory views, road test or competition scenes. Whole plate or 10" x 8" (depending on negatives). Choice of over 400, lists available. Price €1.00 each PLUS VAT in this case.

All the above is available, post and packing paid in the U.K.. Overseas members please add 20% to cover air mail costs in Europe and 25% if in Asia, Africa, America or Australia. On orders over £25, allow a flat rate of £5. NO VAT IS CHARGEABLE ON OVERSEAS ORDERS.

All cheques are to be made to "The M.C. Car Club Ltd". Overseas orders are to be paid by Sterling Draft.

Typical of the shots available are the lists for the J :-

J 1	Factory shot,	J2	0/s		
J 2	"	J2	$\frac{1}{2}$ rear n/s.		
J 3	"	J2	$\frac{1}{2}$ front o/s		
J 4	"	J2	$\frac{1}{2}$ rear o/s		
J 5	"	J2	engine and radiator		
J 6	"	J	chassis, engine etc.		
J 7	"	J2	sweep wing, $\frac{3}{4}$ front o/s		
J 8	"	J2	sweep wing o/s		
J 9	"	J3	front		
J10	"	J3,	$\frac{3}{4}$ front n/s		
J11	"	J4	$\frac{1}{2}$ front n/s		
J12	J3 on Alpine Rally				
J13	Factory Shot,	J1,	$\frac{1}{2}$ front n/s		
J14	"	J1	o/o, hood erect		
J15	"	J1,	n/s		
J16	"	J2	dash		
J17	"	J4	$\frac{3}{4}$ o/o rear		
J18	"	J2	sweep wing o/s		
J19	"	J3	supercharger installation etc.		
J20	"	"	"	"	"
J21	"	"	"	"	"
J22	"	"	"	"	"
J23	"	"	"	"	"
J24	"	"	"	"	"
J25	Road side, J2, BX 9980,	$\frac{1}{2}$	front o/s		
J26	"	$\frac{1}{2}$	front o/s hood erect		
J27	"	"	dash (and lady in plant-		
J28	"	"	rear [post hat).		
J29	Factory shot, J2 sweep	wing,	o/s with "2" brakes		

J30 Factory shot, J2 $\frac{3}{4}$ front n/s, hood erect
J31 Hood side, J2, RK 9980, $\frac{3}{4}$ front n/s, hood erect.
J32 " " " " front
J33 Factory shot, J4 supercharger installation } Might be
J34 " " " " " " RK

And for the P type:-

P 1	Factory shot,	P, $\frac{1}{2}$ front n/s
P 2	Factory shot,	P n/s
P 3	"	P o/s
P 4	"	P $\frac{1}{2}$ front o/s, windscreen folded.
P 5	"	P o/s
P 6	"	P o/s in factory
P 7	"	P o/s from high viewpoint
P 8	"	PB, JB 6559, $\frac{1}{2}$ rear o/s
P 9	"	" " front
P 10	"	" dash 380m o/s
P 11	"	" " n/s
P 12	"	P chassis, o/s, with wheels removed.
P 13	"	P Airlines, $\frac{1}{2}$ front n/s
P 14	"	P 4-seater, $\frac{3}{4}$ rear n/s, windscreen folded.
P 15	"	P 4-seater, rear from high viewpoint.
P 16	"	P 4-seater n/s
P 17	"	" " " , hood erect
P 18	"	P, $\frac{1}{2}$ rear, n/s in factory.

In later numbers we will print lists for other models. Meanwhile, if anyone has any interesting photos. of AAA cars in competition or which show particularly interesting detail which may be of help to restorers and rebuilders, please send them to Roger so that he can copy them and add them to the lists. He will, of course, return your original as soon as possible.

STOP PRESS. Alan Witham says that a batch of Centric 160 supercharger alloy casings are shortly to be cast by Mr. P. Nichols, Maryland, Bradfield Rd., Woodbridge, Suffolk. All persons interested should contact Mr. Nichols direct.

The 1980 MEM Year Book is now available. Send a 12"x9" s.e.c. to the Editor, Ian Davison whose address is on the back cover of this Infoletter. Once again Ian and his team have done a super job. I am sure everyone who has seen the book will agree that we are all much indebted to him for his efforts, especially as he has also taken on the task of secretary of the Silverstone Race Meeting. We hope he has not been neglecting the PA.

While on the subject of the Year Book, it is to be noted that the list of MEM Register representatives on the back cover of the Infoletter is very out of date. The list in the 1980 Year Book is the one to use. Some of the major changes are:-

Chairman, Mike Allison, address as on back cover

Comps. Sec. John Adams, now moved to Lamorna,
Recreation Rd., Burchfield Common, Berks..

Registrars George Ward, 15, Jesse Close, Yateley,
Camberley, Surrey.

Historian, Barry Foster, Jasmine Cottage, 25, South St.,
South Petherton, Somerset.

Infoletter Ed. Yours truly, address on p.1.

Ulster Centre Rep. Simon Johnston, 25, Lansdown Gdns.,
Newtonards, N. Ireland.

Syne Tees Rep., Bill Wood, Ham Hall, Scruton,
Northallerton, N. Yorkshire.

Lincolnshire Rep., David Taylor, Lord Nelson Inn, Brigg.

S.E. Centre Rep., Ian Davison (again, he's everywhere!)

S.W. Centre Rep., Steve Dear, address on back cover.

Scottish Centre Rep., Yours truly, address on p.1.
Temporary Scottish address,
The Stables, "Stuc-an-t-Sagairt",
Drymen, Glasgow, G63 0NY.

FOOTNOTES

Given below of the 1934 T.T. winning MK:
we to say:

I was understandably interested in the reference to Betty Haig in the last Infoletter and in particular to her post-war ownership of "my" MK. JB 4750. Betty Haig did in fact own and race JB 4750 during 1953/4, some of her letters also says 1952/3, after it had been raced by P.B. Merritt. It was recently has been campaigning the R.W.M. car. In this connection Autosport Vol. 12, July 1951, p. 51 confirms this in a letter from an Thornley, whilst Autos Sport Vol. 29, April 1953, p. 103 has an excellent action photo of Betty Haig in the car taking 3rd. place in a handicap race at Goodwood. Again in Autosport, Vol. 6, March 27th. 1953, p. 393 there is a good photo of Betty Haig with the late Miss Barbara Campbell and Monica Whitcomb pushing out JB 4750 at another race at Goodwood. I have spoken to and corresponded with Miss Haig on several occasions regarding her ownership of the car - she did very well as a secondary carboy with it during her ownership - as she had said, "she knew them all at Abingdon and often used to call there with the car and John(Thornley), Geo(Cousins) and Alex (uncle) and the boys were always very helpful" - perhaps this gives the clue to some of her successes in beating the handicappers so often. There were probably quite a lot of useful goodies lying around under the benches at Abingdon in the early 1950s. Also it may account for some of the non-standard items which have crept onto the car during its very long competition career. The front spokes are not "H" - possibly (perhaps Peter thinks) "Q" and some welded steel front brake shoes could date from this period. One interesting story that Betty Haig told me is that when she bought the car from P.B. Merritt he told her he

had thumped the front of Brooklett with it. So she had the front axle carefully gone over for cracks etc. by a well-known firm. When she came to sell the car she left it with Ken Rudd at Worthing to dispose of for her whilst giving a high-speed demonstration run to a prospective purchaser the entire H/S front wheel hub and brake drum parted company from the car and Rudd apparently had his moments bringing the 3-wheeled HE safely to rest. History does not relate whether this chap bought JB - I suspect not!!!

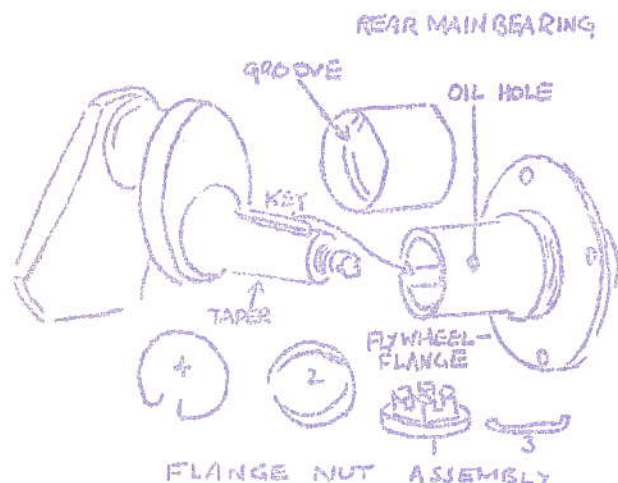
The picture in the Infoletter of the Evans Bros. with the "C" type and their Type 43 Bugatti also caught my notice, as if you refer to Mike Allison's book on p.66 he states quite categorically that BK 8306 was NOT the Evans' sprint car!! Of course Mike is not infallible - as I'm sure he'd be the first to admit but it would be interesting to know on what basis his and/or your remarks are based. Regarding the Evans' sprint car - now owned by Mike Edmondson I tackled Mike a year or two back about the little pointed tail - he said it always ran with it until I produced a photo of the car I took at Chalfont St. Peter in 1935 with a "cut-off" back - in fact I never saw the car with a pointed tail although I saw it at Brooklands (when driven by Donald Letts) when it had the "cut off" back - so Mike and I can never have seen it at the same event!! I enclose a copy of the photo I refer to which may be of interest to you - my notes on the original snap show Dennis as driving - Doreen was driving the high single-seater "Q" and I have a photo of this too. Incidentally, Mike Edmondson remembers fetching the HE from Abingdon for Reggie Tongue when he borrowed it on one occasion.

All the best, Pat Green.

I was wrong, Mike Allison is right. I give the excuse that all my H.C. books are "down south" and I type this up in my converted monastery in Scotland. But if mistakes bring letters like this coming in, I make lots more.

tion commences.

Usually, the assembly of the locking device is quite simple, once you know the items involved. It was only when I recently acquired an E-Type that I became aware of this assembly.



Page 46 of the "F" manual shows the bits involved (and I hope they reproduce here, Ed.).

Item 3 is a locking collar which fits the slot in the castellated nut = item 1, and also the slot in the end of the crank. This collar is retained by the locking ring, item 2 which in turn is retained by the spring locking ring, item 4, which itself fits into a groove in the flywheel sleeve and flange.

On a general assembly point, make sure that the con-rods do not grip the crank journal too tightly. I believe the rod should be just turnable using one finger when tightened onto the individual journal.

With the increased strength of these cranks it appears possible to wind up the motor quite a bit. On a recent trip to Silverstone we were able to motor at 70m.p.h. on a motorway section (using a 1/31 diff. ratio) with a bit of power still in hand, this being after 2,000 odd miles.

(Continued on p. 13)

That for a 1932 of course this reg. no. I stopped up quite early in the morning. In fact, I nearly bought it for \$100. It was for sale at Performance Cars on 1111 N. West Blvd. The price was \$155 and I was told it was the Harvey-Webb single on 6-cyl. and the same price. I called in on my way to the bank at Saturday and spent a week wondering what to do. I made it up 32 at \$125 and there I could go. The dealer was rattled on the following morning when a Standard five Beckenham broke my top. It appeared at the P.C. & C. Silverstone Race Meeting, a 1932 11.3, driven by R.A. M. Gilbert and in such better condition than when I had seen it at Performance Cars five months earlier. In those days it had an "Amber" 11.3. In 1958, Mr. Gilbert went modern and won the European Championship racing a Turner. And the 576 went under the hood to speak. But is this car 025? or 0195? Mr. Registrar can you help, please?

Inner Back.

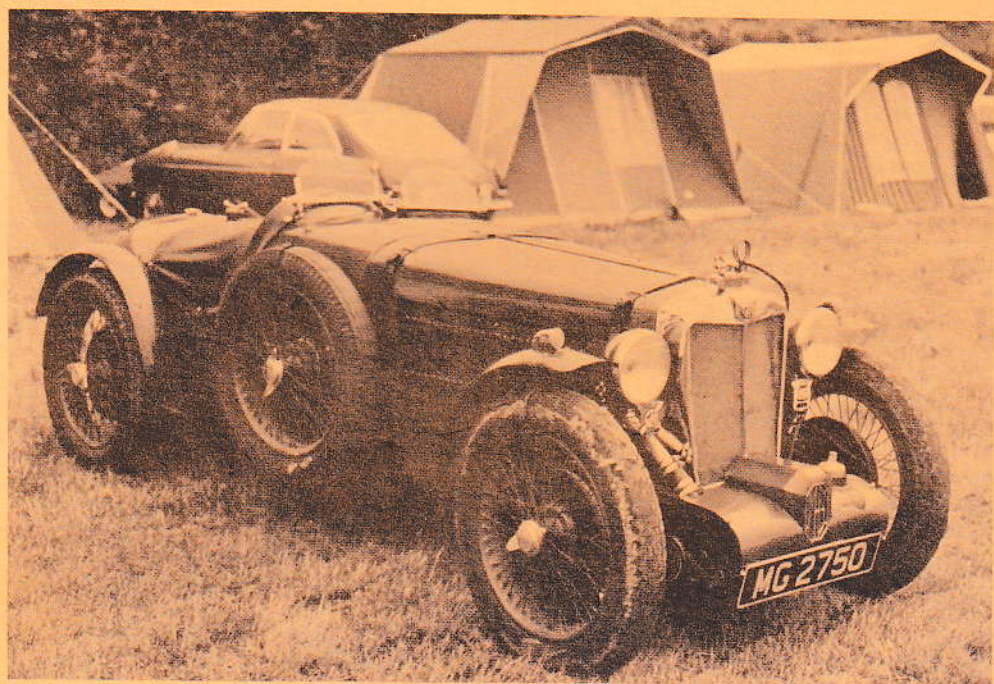
Top.

The 11-32-32 Thomas 32. This is a very early 32. My own car carries the reg. no. 32 5403 and dates from October 1932. John Ford (age 11) might be able to say when and where this car was last registered for 1932 and be delighted to make contact with it again.

Bottom.

Jersey Roadster's L-type which, as you can see, has a light weight body and a blower. There is an outside exhaust pipe hiding on the other side of the car. Judging by the "badger" I would say that this shot was taken at a Devon and Cornwall International Weekend.

There is a story about this car which I hope I've got right. Jersey bought it without an engine. In searching for one he heard of a bad-tempered old man who lived in a swampy area from where the car had been found, but who was thought to have some carcases. On investigation it was found that there was the 11.3 engine from the 1932 car.



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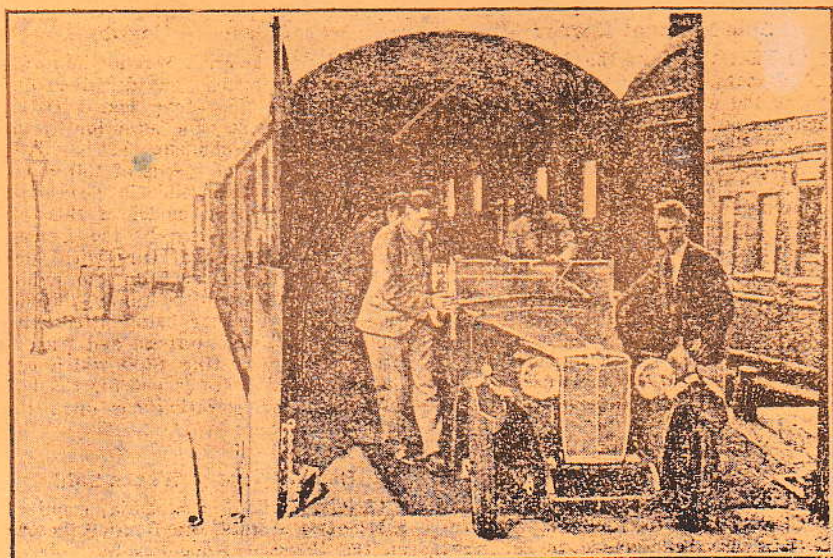
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Nigel Watts.

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Main Road, Cutthorpe,
Chesterfield, Derbyshire.

S.W. CENTRE:

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



Unloading one of the first arrivals at Olympia at Addison Road Station. Most of the cars in the Show are brought by train.